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7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.30 " " 10.00 " "	" " " "
10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.30 noon to 1.00 p.m.	" " " "
1.30 " " 2.00 " "	" " " "
2.30 " " 3.00 " "	" " " "
3.30 " " 4.00 " "	" " " "
4.30 " " 5.00 " "	" " " "
5.30 " " 6.00 " "	" " " "
6.30 " " 7.00 " "	" " " "
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.30 noon to 1.00 p.m.	" " " "
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7.30 a.m. to 10.30 a.m.	Every 15 minutes
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11.30 " " 12.00 noon	" " " "
12.30 noon to 1.00 p.m.	" " " "
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4.30 " " 5.00 " "	" " " "
5.30 " " 6.00 " "	" " " "
6.30 " " 7.00 " "	" " " "

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" 5.00 p.m. and 9.00 p.m. to 11.00 p.m.  
Every Half Hour.

11.40 p.m. to 11.55 p.m. Every Quarter-Hour.

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WEEK DAYS.	
7.00 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.30 noon to 1.00 p.m.	" " " "
1.30 " " 2.00 " "	" " " "
2.30 " " 3.00 " "	" " " "
3.30 " " 4.00 " "	" " " "
4.30 " " 5.00 " "	" " " "
5.30 " " 6.00 " "	" " " "
6.30 " " 7.00 " "	" " " "
7.30 a.m. to 10.30 a.m.	Every 15 minutes
10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.30 noon to 1.00 p.m.	" " " "
1.30 " " 2.00 " "	" " " "
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3.30 " " 4.00 " "	" " " "
4.30 " " 5.00 " "	" " " "
5.30 " " 6.00 " "	" " " "
6.30 " " 7.00 " "	" " " "

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## KOWLOON-CANTON RAILWAY.

**TIME-TABLE.**  
On and after SATURDAY, 22nd SEPTEMBER, 1917, until further Notice

**DOWN TRAINS.**

Stations	No. 3 Through Express. a.m.	No. 5 Local. a.m.	No. 7 Through Express. a.m.	No. 9 Local. a.m.	No. 11 Through Express. p.m.	No. 13 Local. p.m.	No. 15 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Through Express. p.m.
CANTON (Tat Shee Tunnel)	7.25	8.15	8.55	9.45	12.25	1.15	1.55	2.35	3.25
Shum Chun	8.40	9.30	10.10	11.00	1.40	2.30	3.10	3.50	4.40
Shum Chun	8.55	9.45	10.25	11.15	1.55	2.45	3.25	4.05	4.55
Shum Chun	9.10	10.00	10.40	11.30	2.10	3.00	3.40	4.20	5.10
Shum Chun	9.25	10.15	10.55	11.45	2.25	3.15	3.55	4.35	5.25
Shum Chun	9.40	10.30	11.10	12.00	2.40	3.30	4.10	4.50	5.40
Shum Chun	9.55	10.45	11.25	12.15	2.55	3.45	4.25	5.05	5.55
Shum Chun	10.10	11.00	11.40	12.30	3.10	4.00	4.40	5.20	6.10
Shum Chun	10.25	11.15	11.55	12.45	3.25	4.15	4.55	5.35	6.25
Shum Chun	10.40	11.30	12.10	13.00	3.40	4.30	5.10	5.50	6.40
Shum Chun	10.55	11.45	12.25	13.15	3.55	4.45	5.25	6.05	6.55
Shum Chun	11.10	12.00	12.40	13.30	4.10	5.00	5.40	6.20	7.10

**UP TRAINS.**

Stations	No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Local. a.m.	No. 10 Through Express. a.m.	No. 12 Local. p.m.	No. 14 Through Express. p.m.	No. 16 Local. p.m.	No. 18 Through Express. p.m.	No. 20 Local. p.m.
Shum Chun	6.35	7.25	8.15	9.05	11.45	12.35	1.25	2.15	3.05
Shum Chun	6.50	7.40	8.30	9.20	12.00	12.50	1.40	2.30	3.20
Shum Chun	7.05	7.55	8.45	9.35	12.15	13.05	1.55	2.45	3.35
Shum Chun	7.20	8.10	9.00	9.50	12.30	13.20	2.10	3.00	3.50
Shum Chun	7.35	8.25	9.15	10.05	12.45	13.35	2.25	3.15	4.05
Shum Chun	7.50	8.40	9.30	10.20	13.00	13.50	2.40	3.30	4.20
Shum Chun	8.05	8.55	9.45	10.35	13.15	14.05	2.55	3.45	4.35
Shum Chun	8.20	9.10	10.00	10.50	13.30	14.20	3.10	4.00	4.50
Shum Chun	8.35	9.25	10.15	11.05	13.45	14.35	3.25	4.15	5.05
Shum Chun	8.50	9.40	10.30	11.20	14.00	14.50	3.40	4.30	5.20
Shum Chun	9.05	9.55	10.45	11.35	14.15	15.05	3.55	4.45	5.35
Shum Chun	9.20	10.10	11.00	11.50	14.30	15.20	4.10	5.00	5.50
Shum Chun	9.35	10.25	11.15	12.05	14.45	15.35	4.25	5.15	6.05
Shum Chun	9.50	10.40	11.30	12.20	15.00	15.50	4.40	5.30	6.20
Shum Chun	10.05	10.55	11.45	12.35	15.15	16.05	4.55	5.45	6.35
Shum Chun	10.20	11.10	12.00	12.50	15.30	16.20	5.10	6.00	6.50
Shum Chun	10.35	11.25	12.15	13.05	15.45	16.35	5.25	6.15	7.05
Shum Chun	10.50	11.40	12.30	13.20	16.00	16.50	5.40	6.30	7.20
Shum Chun	11.05	11.55	12.45	13.35	16.15	17.05	5.55	6.45	7.35
Shum Chun	11.20	12.10	13.00	13.50	16.30	17.20	6.10	7.00	7.50

\* Will stop at Talo and Shung Shui to allow First-Class Passengers to alight,  
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**NOTICE TO PASSENGERS.**

The Railway Administration do not guarantee that the services mentioned in this table  
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**SHA TAU KOK BRANCH.**

Stations	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.
Fauling	8.20	11.25	2.50	Shataukok	10.00	1.30
Shataukok	9.15	12.20	3.40	Fauling	11.00	2.30

[792]



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Any Orders will be promptly attended to and Estimates sent on application.

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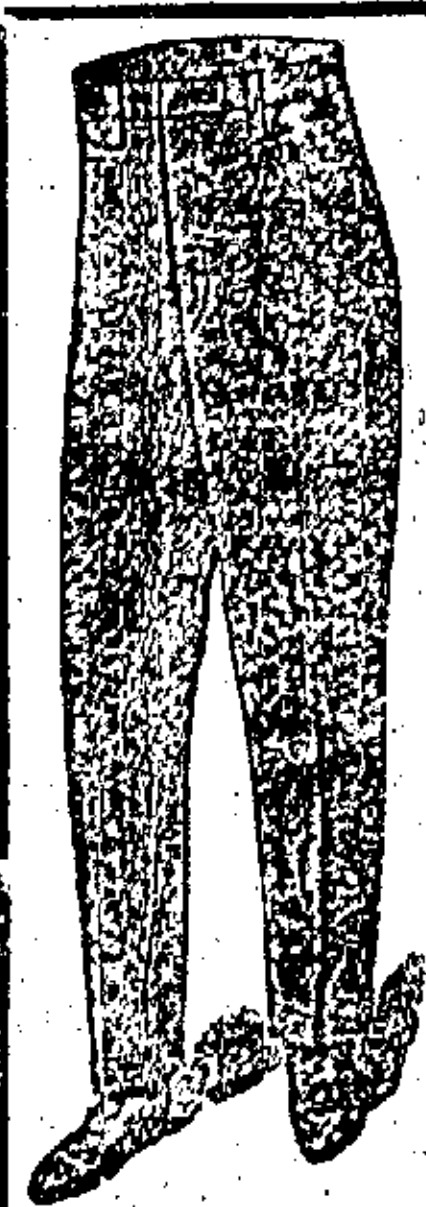
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IN A FRENCH CHATEAU.  
A BRAVE ALLEY.

[BY "THE TIMES" SPECIAL CORRESPONDENT.]

It happened in the dark hours just before the dawn of the victory of the Marine at a country house near the banks of one of the many blood-stained rivers of the field of battle. Today the place and the woods surrounding it are as peaceful to look at as anything in France. So is the white-haired owner, a man, I suppose, of something well over 70, a refined, courteous Frenchman of the old French school; then it was different. When the war came he had staying with him his son's wife and her family of four children, and at the beginning of September they were still there, surrounded by the troops of the enemy and the noise of battle, and in constant danger from the shells of the British guns. But from them there was shelter in the cellars. The risk that he faced of his own free will and with open eyes was far greater and more alarming.

There were German soldiers and officers everywhere, in the house itself in the stables, and in the buildings of the home farm. The day before there had been furious fighting close at hand, along both banks of the river; the men were worn out by their exertions, and the German commanding officer quartered in the house had given orders that *réveille* that morning was not to sound till six o'clock. At a quarter past five the old man-servant, the only one left on the place, went to his master's room and told him that he had found two English soldiers hiding in a hay-cart in the stableyard, and that they wanted to know if he would go and speak to them. He quickly put on some clothes, thinking all the time what was the right thing to do (though he never really hesitated for a moment), and went out into the yard, taking in his hand, as he well knew, not only his own life but the lives, or at all events the liberty, of his grandchildren and their mother. The colonel had explained to him that they were taking no English prisoners, and incidentally what would happen to anyone who was so ill-advised as to stand between the Imperial troops and their legitimate prey. On the strength of that he felt that no choice was left him. He meant to save the men if he could. But he was horribly frightened. I know that because he told me so.

A SENTRY IN THE WAY.

The Germans apparently were all still asleep, and he thought at first, and was extremely glad to think, that no one was stirring. He had forgotten the sentry, and when he suddenly saw him with fixed bayonet slowly marching up and down the yard his heart sank. But he was a man of resource, as well as of courage. He gave the German, tired hungry-looking fellow, a cheerful good morning, and asking him if he would like something to eat, led the way into the kitchen, and fetched down a loaf, a ham, and a bottle of wine. Then he reminded him that *réveille* was not for another half-hour, and went out and shut the door. The cart was standing at the end of the yard. From the nests that they had burrowed in the hay two towed British heads looked out at him; and two tired British voices told him their story, while he listened with a nervous eye on the kitchen door, and prayed that the Roche might find the ham to his taste. He knew almost as little English as they did French, but somehow they managed to understand each other. The first thing he made out—they seemed to think more of that than anything else—was that they had had nothing to eat for 24 hours, and, as an afterthought, that one of them was wounded. At the end of the fight on the evening before they had got separated from the regiment, both of them "dead-bent," and had hidden in a tunnel near the canal till night came and the coast seemed to be clear. Then they had crawled to the nearest house, hoping to find French people in it, without a suspicion that it was swarming with the enemy, till they nearly ran up against the sentry in the dark. But it was the dark that saved them. The rest of the troops had turned in, they felt too tired and weak to go back, and managed to slip into the cart while the sentry's back was turned, and then they had lain all night till they managed to get a word with the old servant in the morning.

Meanwhile the gallant old Frenchman was thinking hard. He thought of everything of the sentry, of the colonel of the white wall of the stable yard, of the sleeping woman and children in the house, and of the two English soldiers and how they were to escape before *réveille* sounded. He even thought of their craving for food. They were to get off as fast as they could, he told them, to a certain place in his woods (in which he knew there were no Germans), and wait till he could get a chance of sending them something to eat. They were to make their way, still under cover of the woods, to a town a few miles down the river, which was just beyond the furthest point which the Germans reached by this direction during their advance on Paris, and at that time a kind of No Man's Land. A little way below the bridge, which, like all the bridges in that part of the world, had been broken down, they would find an old fisherman of his acquaintance who would put them across the river in his boat, and once on the other side they would get into the French lines.

With the hard and fast lines of the trench period the thing would, of course, have been impossible. In that first September, when there were often unexplored and unoccupied spaces between the ragged fronts, it was not only possible, but actually happened. Everything went

(Continued at foot of next column.)

THE NEW GIRL'S ATTITUDE  
TOWARDS MAN.

The newest girl is the child of surroundings quite different from those which produced the earlier generations of women. As his playmate and fellow-student, as his helper rival in professions and business, as his nurse in sickness, she has been given opportunities denied to them of learning the naked truth about man in general, if, on account of the numerical superiority of her sex, her chance of an intimate study of man, the individual, in the position of his wife is much slighter.

These peculiar conditions must have had corresponding effects on her mentality, of which not the least noteworthy is her cool aloofness. The educated girl of to-day is very independent, not easily affected by her sex or led astray by her feelings. In circumstances in which the girl of yesterday would have broken her heart, she prudently hardens hers.

The pretty miss of Victorian times waited at home for one thing only, a grand passion which would sweep her off her feet, and in every man she met she saw a possible husband. The terror which haunted her at night was lest she should be left an old maid, and here, or the existence of it, coloured her whole existence.

The modern girl indulges in no illusions about the future. Instead, she deems it a disgrace if she fails to play her part in an active and stirring present. She is so eminently practical and independent that she can enjoy close friendships with men without imagining more in them than appears, and as a rule if she marries she has a varied experience of his sex to aid her in managing her own husband.

A very short while ago, just before the war in fact, many thoughtful women looked upon man with jaundiced eyes. They had topped him off the absurd pedestal of superior wisdom upon which he had been placed above them through long ages, and, having him down for the first time, would scarcely allow him a single good quality. He was selfish, tyrannical, and unkind; and woman, despised and downtrodden, had the monopoly of all the virtues.

The war, the dear graves overseas, have altered that. In the camps and hospitals women are daily witnesses of the cheerfulness and patience under suffering and injustice, of the kindness to helpless comrades, not of the exceptional man but of the ordinary, every-day man. Little wonder that a young nurse cried out in enthusiastic praise: "Yes, they are superior to us because we never can do anything without talking about it. We haven't been disciplined enough."

Perhaps, after years of irrational hero-worship followed by a period of equally irrational vilification, one of the best fruits of the war will be genuine admiration and respect between the sexes based on the one safe foundation, mutual understanding. They will tolerate each other's faults because they have learnt to appreciate each other's worth.

THE FEMINIST OUTLOOK.  
AN ENGLISHWOMAN'S VIEW.

Taking as her text the feminist outlook Miss Abadam, speaking at Caxton Hall, London, recently very comprehensively and pessimistically reviewed the present position of women, and suggested the demand that feminists would make after the war.

It was madness, she said, to expect a permanent peace while the fighting sex was in sole control, determining alone whether the world should have peace or war. The world had been too long governed by the superstition that woman was essentially the inferior of man—a belief that had its origin in a biological fallacy. Feminism must make a complete reversal of the subjection of women brought about by this belief, and work steadily towards the perfect equality of men and women, breaking down the barriers in every direction and giving her equality of opportunity, entrance to every honour and emolument, and access to all means for making wealth.

Man had too long been allowed to regard the world as his oyster. It was woman's oyster too, and she had an equal right to its pearl. Feminism implied much more than the demand for the vote. The vote must be granted not as an end but as a key to opening new worlds. In all departments still the policy of excluding women, of rendering it difficult for them to obtain equal rights was maintained. It was seen in the report of the Speaker's Conference, in the vote of the barristers against admitting women, right down to the general taxmen, who protested that their objection to the employment of women as taxi drivers was solely in the interests of women's physique and morals. Women had of late said little about the suffrage. It would be a very simple soul who on that account believed that the women had gone back. On the contrary, the desire for enfranchisement was stronger than ever, and if through bad faith the vote was denied the fight which had been waged as nothing to the fight which would come for now the awakened woman would be fighting for the interests of her child.

exactly as it was planned, from the smuggling of the sack of something to eat into the woods and the finding of the fisherman and his boat to the final escape of the two English soldiers into friendly territory. The man who saved their lives at the risk of his own can see nothing particularly brave in what he did because when he did it he was "horribly frightened." But for quickness of decision and unhesitating courage this little incident of the great war is not one of the least of the long list of golden deeds that are the undying glory of the civil population of France.

A GERMAN EUROPE.  
THE NEW "SOCIALISM."

[BY "THE TIMES" CORRESPONDENT FORMERLY IN BERLIN.]

It is not the least of the successes of the German Imperial Socialists, during the course of the Stockholm intrigue, that foreign countries have been kept too busy with peace talk and paper programmes to watch the true course of German "Socialist" opinion. As a matter of fact, the periodicals of the German Socialist Majority have seldom been so illuminating as they are at present. It has been vaguely understood that the Reichstag "Peace" Resolution of July 10th was insincere; in reality, the German Socialist Majority is building up a new creed, very German, very Chauvinistic, and as interesting as anything which has come out of Germany since the publication of Naumann's "Central Europe."

The Imperial Chancellor, Herr Michaelis, has been much abused for inserting the qualifying phrase "as I understand it" in his acceptance of the Reichstag Resolution. But how does the Socialist Majority understand it? It is easy to show from their considered writings that Socialists accept hardly a sentence of the Resolution in the sense commonly given to it. For them the phrases which savour of "peace," "reconciliation," and "internationalism" are purely tactical: the rejection of "all plans which strive for economic exclusion and animosities between peoples," and the talk of "economic domination of the continent of Europe," and the demand for "the freedom of the seas" is avowedly a fresh declaration of war against the British Empire and the United States of America. The outward renunciation of annexations "as a form of *Realpolitik*," and the adoption of the Reichstag formula is based squarely upon the renunciation of pacifism and internationalism as they have hitherto been understood.

DOCTRINE AND TACTICS.

The most candid statement of these facts is perhaps to be found in an article in *Die Glocke* of July 28th by the Socialist Reichstag Deputy, Herr Paul Lensch. It is called "The Peace Bloc." Herr Lensch begins by explaining that the formal demand of the German Socialist Party on August 4th, 1914, that the war should end without annexations was a pure statement of "doctrine," the application of which has proved to be utterly impossible. Consequently the adoption of the formula by the Reichstag majority, the Imperial Government, and the Supreme Army Command in July, 1917, is "another step towards a conversion to the principles of Socialism"; it is rather "conversion to Socialist tactics." Herr Lensch then defends the annexation of Alsace-Lorraine in 1871, arguing contemptuously against the "sentimentalism" of the German Socialists of that day. He says that their views have not been borne out by history, since the refusal to annex Alsace-Lorraine would probably not have prevented the coming together of France and Russia, the inevitable antagonism between Germany and England would not have been affected, and Germany would merely have found herself with a much worse frontier in the West. He proceeds:

While it is at least open to doubt whether the formula "no annexations" could rightly be applied to the Franco-German War, its accuracy for the world-war is all the more decisive. Here again this is a matter of sober, practical consideration of the world-historical situation. The questions which are at stake in the world-war cannot be affected at all by a shifting of the German frontiers. Everything turns upon the question of the English world-dominance, and that question is totally independent of the question in those hands are couched or the coast of the world. On the Continent, as a result of the national and economic collapse of France, and as a consequence of the Russian Revolution, the state of things, both on our Western frontier and our Eastern frontier, has to such an extent been altered in our favour that any annexation might rather imperil than improve this favourable condition of affairs. With Russia we shall come to an agreement after the war, and France can be left to her fate. Thus the question of annexations on our frontiers is disposed of automatically, and the question of annexations retains its importance only against England.

It is against England—against her enormous annexations and her world tyranny—that the Peace Resolution of the Reichstag is directed with a plain and sharp point. That is the meaning of the sentence "the freedom of the seas must be secured," the insertion of which in the Reichstag Resolution is no accident. Before the peace formula of "no annexations" could become the watchword of a majority policy in the German Reichstag that formula had to lay aside the pacifist veil in which it was still enveloped on August 4th, 1914. The Utopian international harmony-happiness, which was still contained in the formula before August 4th, 1914, has now been damped down, and so, in an entirely new historical situation, of which it was all the more impossible for anybody to have any conception on August 4th, 1914, because England was then not yet engaged in the war, the formula has now for the first time been able to unfold the kernel of *Realpolitik* which it contains, and which has turned out to be unusually fruitful seed.

So much for the foundations of the new "Socialism." The "peace" formula has become acceptable by being purified of "pacifism" and "Utopian internationalism," and *Realpolitik* has again come into its own. Other writers are more communicative as to what the German Socialists are really trying to do, and as to the meaning of the "Continental policy" which they are now recommending to Germany.

RUSSIA TO BE NURSED.

The main idea is that the Russian Revolution, if only Germany can handle it aright, opens the way to a great extension of the "Central Europe" idea. A "Central Europe" which includes Russia would not be open to such fatal economic

objections as the scheme which was temporarily popularized by Herr Naumann. It would involve permanent antagonism to the British Empire and the United States, but that is no obstacle now in the eyes of the new German "Socialism." There is to be enough internationalism in "Europe" to conceal the German domination, but it is to be an internationalism of a new kind, limited by German convenience. For some time past Socialist organs, and indeed other journals, both Conservative and Radical, have been suggesting that Germany's great object in Russia must be to prevent the present processes from going too far. Socialist writers, in particular, argue that the attempt to obtain a separate peace with Russia would be dangerous. What is wanted is to keep Russia "in play," to pretend that Germany is aiming at a "general" peace, and at the same time to prepare the way for the "Continental," anti-British, and anti-American peace, in which Russia is ultimately to be a harmless and pliant partner.

All this is well explained in an article by Herr Max Cohen in the *Sozialistische Monatshefte* for August 15th. Herr Cohen is particularly eloquent about the "care" which Germany's new Russian policy requires, and about the necessity that Germany should abandon all the nonsense that she has talked about her sacred duty of "liberating" parts of the Russian Empire. Herr Cohen denounces especially the futile German policy hitherto pursued in Russian Poland; other German Socialists are equally insistent about the folly of promoting anti-Russian movements in the Ukraine and in Finland.

GERMAN AIMS AT STOCKHOLM.

Herr Cohen concludes his article with a clear statement of the fact that the new German "Continental" policy is intended "to form a counterpoise to the excessively strong position of the two Anglo-Saxon World-Empires." Germany must avoid all the international proposals of President Wilson, which would "only profit Anglo-Saxondom," and in the construction of her "Continental Europe" she must always remember that it must be, in the first place, an economic Empire. He declares that it is in the pursuit of these aims that the German Socialists want to go to Stockholm. Herr Cohen writes:

The main task of the Stockholm International Socialist Conference is to smooth the path for a peace-promising Continental policy of this kind, and so to prepare a state of things which will make possible the free development of the peoples. The propagation of this policy has not been without success. Both inside and outside Socialism, political circles in all countries are working for the same object. In the German Social Democracy, which is conducting the cause of its people, the idea is gaining ground that the security of the German people will be guaranteed by the union of the economic forces of our Continent. And so the road which the German Socialists took on August 4th, 1914, leads to Stockholm. For it is the road of agreement among the peoples, not upon the basis of a shapless, and at present unreal, general pacifism, but upon the basis of an organization which differentiates among the peoples which unites in larger complex peoples with parallel interests, and so creates the balance which brings the productive strength of every people to development, and thereby excludes more and more the stimulus to oppression by violence.

NO MORE ANTI-CAPITALISM.

Just as the German Socialists are thus abandoning all pretence of genuine internationalism and looking for a Continental system based upon German *Realpolitik*, they are also abandoning the economic doctrines of Socialism at home. In the same issue of the *Sozialistische Monatshefte* which contains Herr Cohen's article Herr August Müller, who has been made an Under-Secretary of State, appeals for better appreciation of the real problems of economic reconstruction. He holds up to admiration "the admirable clearness and energy with which Lloyd George and his colleagues are steering towards the goal at which they aim," and he devotes a whole page to a panegyric of the British Government and its understanding that the wise promotion of economics is now the fundamental principle of economics. But what Herr Müller is really concerned to preach is the necessity for German Socialists to abandon their doctrines about "capitalism." He writes:

The old capitalist principles were doubtless not the right principles to apply. But the idea that Socialism can be realized in the transition economies of the period after the war is a demand which German Socialism probably will not make, and which certainly cannot be satisfied. What was generally understood by "Socialism" started from a quite different state of things from that which the war will leave behind for us. All Social-Democrats argued not from a crushed economic system, burdened with immense obligations and greatly impaired in technical capacity, but from a society which exhibited an intoxicating fullness of wealth. . . . We shall have for years to come to make our arrangements so as to live upon what the German soil can produce and what German work, in co-operation with the German spirit of enterprise, in Europe and in our own colonies, can create.

The German Socialist majority is, indeed, shedding "anti-capitalism" with the same facility with which it has abandoned "internationalism" and "pacifism."

## THREE YEARS' BILL.

Since the war Great Britain has raised by borrowing no less than £3,973,843,000—that is the amount that is now owing; more has been raised, but part has been repaid again. The huge sum is made up as follows:

Three War Loans	21,772,022,421
Exchange Bonds	573,165,000
Treasury Bills	713,857,000
Loans borrowed abroad	370,821,107
Advances from Bank	25,000,000
War Savings Certificates	23,561,000
War Expenditure Current	23,973,843,000



CORRESPONDENCE.  
AUCTION BRIDGE—A QUERY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir, To settle a discussion, may I enquire through your columns what form of values in declaration at Auction Bridge is played in the Hongkong Club, or in Hongkong generally?

Is the old form of values adhered to, e.g., do two tricks in No Trumps (20) beat three tricks in Clubs (18) and so on, or is the new style, as introduced by our American cousins, now generally adopted, i.e., any three tricks beat any two tricks, any four tricks beat any three tricks, and so on, in declaration, irrespective of the value of the suit?

Also, has the counting of the value two tricks for chance fallen into disuse?

I enclose my card and \$2 fine to any British War Fund, for intruding on your space. Yours faithfully,

ANTIQUATED OUTPORT.

## SPORT.

## LADIES' RECREATION CLUB.

Provided that there are a sufficient number of entries, members of the Committee of the Ladies' Recreation Club are presenting a Challenge Cup for a Ladies' Tennis Singles Open Championship, open to every lady who is a member of any tennis club in the Colony. The winner will hold the cup for a year, and it will become the property of the player who wins it three years in succession or four years altogether.

Preliminary rounds may be played on a grass court of any club, by mutual consent, but the semi-finals and finals must be played at the Ladies' Recreation Club. It is requested that names of intending competitors should be sent in through the secretaries, not later than November 14th. The entrance fee is \$2. It is believed that this is the first time there has been an open Ladies' Singles Tennis Championship in the Colony.

## "OUR DAY."

## LADY MAY ROSE FUND.

Subscriptions already acknowledged	\$11,987.44	\$20
Prize of War Bonds won by Dr. S. S. Strahan	500.00	
Prize of War Bonds won by Mr. W. L. Leask	100.00	
Prize of War Bonds won by Ticket No. E0379	100.00	
Anonymous	50.00	
Subscriptions through Hon. Mr. C. M. Messer:		
Jamadar Nawab Khan, \$10; Sergt. Major Miran \$10; Messrs. Abbas Khan and Jalal Deen, \$5 each; Messrs. Noor Mohamed, Savan Shah, Mohamed Alim, Badar Deen, Chirag Deen, Boots, Klean, Barkhan Ali, Allah Bux, Golaun Nali, Golaun Hussain, Khan Mohamed, Gaus Mohamed, Ibrahim, Faiz Deen, Jalal Deen, Sarfar Khan, Masoon Khan, Yar Mohamed, Najawat Khan, Walaayat Khan, Hassan Mohamed, Gulhar, Sajawal Khan, Lablu, Anwar Shah, Abdulla, Barkhurdar, Misri Khan, Raheem Bux, Ahmed Khan and Ahdey Khan, \$3 each; Messrs. Barakat Khan, Niamat Khan, Mohamed Amru, Allah Ditta, Dafeel Khan, Mahuga, Ibrahim, Umaid Ali, Miraj Deen, Chanan Shah, Hadeyat Khan, Mahdi Khan, Mahdi Khan and Nahi Bux, \$2 each; Messrs. Firman Ali Shah, Nazar Mohamed, Mohamed Ishak, Rahmat Khan, Sulan, Spahia and Mohamed Bux, \$1 each; and Panjabis "Taikoo Dock," \$25	178.00	
	\$12,915.44	\$20

## PORTUGUESE SOLDIERS' TOBACCO FUND.

## FINAL LIST OF DONATIONS.

Already acknowledged	\$1,200.86
Collected by Miss J. de Souza	16.41
Collected by Boy Scouts	100.00
Donation from Macao, from Club Recreativo e de Beneficencia	250.00
Donation from Catholic Union Club	5.00
Balance of subscriptions over expenditure in connection with tea-party and evening party held at Club de Recreio	97.38
From Mr. Bruno da Rocha, proceeds of sale of poetry	43.20
	\$1,712.19
Remittance handed over to the Portuguese Consul	\$214.34
Ditto	14.192
	\$228.53

HONGKONG MAGISTRACY.  
TEN DOLLARS A TALE.

A Chinese charged with the unlawful possession of 30 taels of opium dress was sentenced by Mr. J. R. Wood to pay a fine of \$300 with the alternative of three months' hard labour. The opium was confiscated.

## ALLEGED THEFT AT KOWLOON.

A Chinese lamp trimmer and store-keeper of the str. *Isabel* was charged with stealing 85 lbs. of Manila hemp rope valued at \$50, the property of the Royal Packet Navigation Co., at Kowloon on Sunday.

Mr. Gardiner appeared for the defence, and the case was remanded, bail being fixed at \$250.

## AN INGENIOUS DEVICE.

A Chinese was charged with the unlawful possession of 30 lbs. of loose opium at No. 127, Des Vaux Road Central.

Inspector Wildin stated that there were ten large jars contained in baskets. Seven of these were opened and appeared to contain only biscuits and lentils. He discovered, however, that the jars were double lined, and the opium was found concealed in the lining.

Defendant declared that he had no idea what the jars contained. They were left in his custody by a friend.

## STEALING WINDOW PANES.

A Chinese was charged by Mr. P. M. N. da Silva, broker, at No. 6, Des Vaux Road Central, with stealing 25 panes of window glass from a house in No. 10, Seymour Terrace.

Defendant pleaded guilty, stating he was unemployed and had no money to buy medicine for his old father, who was sick.

It was stated that the house was rented by a Chinese who is at present in Canton, and was not inhabited. There were about 100 panes of glass in the house and they were all stolen. The defendant was arrested by a detective as he was coming out of the house with stolen goods.

Mr. Dyer Ball sentenced the defendant to three months' hard labour.

## CHIEF OFFICER CHARGED WITH ASSAULT.

Edward C. Williams, chief officer of the B. & S. steamer *Sauni*, was charged with assaulting Mr. Pierre Mandin, father of Madame Flint, and Mr. Yan Leo, clerk at the Astor House Hotel, on Saturday last.

Sergeant Pitt stated that on Saturday defendant went to the Astor House Hotel and had some trouble with one of the hotel "boys." He complained to the clerk, who asked him to explain the cause of the trouble. Defendant became furious and struck him. Mr. Mandin heard the row and came down into the office to inquire as to the cause of the disturbance. He tried to pacify defendant, who became worse and struck the old man.

As the defendant did not appear, Mr. Dyer Ball ordered the \$10 bail to be estreated.

## FIRE INQUIRY.

The inquiry into the fire at the Kwong Wing Cheung Chan Dye Works at Kowloon City was resumed before Mr. J. R. Wood yesterday afternoon.

Mr. F. X. d'Almada appeared for the firm, and Mr. Gedge for the Insurance Companies.

The first witness, the managing partner, was recalled and, in answer to Mr. d'Almada, stated that he was the owner of several houses at Yau-mai and also held shares in the Luen On and the Yee On Insurance Companies.

The accountant of the Dye Works stated that he only joined the firm lately. His wages were \$6 and he held no shares in the concern. He kept two account books—one for the provisions, and the other for the cloths dyed. On the night of the 7th instant he woke up and smelt smoke. He got up and saw that a part of the building was on fire. He blew a whistle, awoke his *joiks* and ordered them to fight the flames while he went to the Police Station. He did not know which part of the building caught fire first, nor the cause of the fire. At the time of the fire the shelves where the dyed cloths were stored were full. There was also a big heap of undyed cloths on the ground, but he could not estimate their value. He did not know how many lamps were used in the building. He himself used a kerosene lamp in his room. There was kerosene on the premises, and there was about half a tin of kerosene outside his room. Witness went to the works after the fire was extinguished. All the cloths were burnt except some pieces which were in the drying tank. After further evidence the case was again adjourned.

SHANGHAI STOCK EXCHANGE.  
THE SUSPENSION OF A MEMBER.

The case in which Mr. I. R. Michael is proceeding against the Shanghai Stock Exchange for a declaration that he is still a member of the Exchange and entitled to enjoy and exercise the privilege of such membership came before Mr. Justice Skinner in H.M.S. Supreme Court, Shanghai, on October 15th.

Mr. N. C. Hume appeared for the plaintiff and Mr. R. F. C. Master defended.

The plaintiff was one of the original members and founders of the Shanghai Stock Exchange and in December, 1910, he was suspended, pending an investigation into his affairs in connection with the June settlement of that year. In the following April he was expelled from membership. The defendants claimed that their action was lawful and in the alternative that the present proceedings were barred by the Statute of Limitation.

Mr. Hume contended that the Stock Exchange was a Company under the Hongkong Ordinance to which company law applied, and, this being so, the rules which had been passed by a two-thirds majority, and not by special resolution, were null and void. The defendant Company had no rules other than those expressly provided by statute. Counsel endeavoured to show how completely the framers of the so-called rules had misunderstood the law. He said he had never seen more awful bosh. They rules seemed to have been put together by the framers in complete ignorance of the fact that they were Articles of Association of a Company incorporated under the laws of Hongkong and that they were a Company subject to the law. As regard suspension he was unable to find under what rule it took place. He submitted that what had been done by the Stock Exchange, was simply bristling with illegality. In June, 1910, there was what was known as the June settlement, a particularly famous or infamous settlement as one chose to regard it. According to the particulars the defendants had filed in addition to their defence, the defendants took a fairly active part in what occurred during the settlement. The plaintiff was unable to meet his engagements in the June settlement and he was assisted from a loan under an arrangement come to by the Stock Exchange with the Cathay Trust. This seemed to have been a somewhat extraordinary transaction for the company which had been formed for the purposes this had, and was justified neither under the ordinance nor under the articles of association. The Stock Exchange seemed for certain purposes to have been engaged in financial operations upon a considerable scale. That, he submitted, was *ultra vires* of the Shanghai Stock Exchange; the transaction was clearly one which was not within the power of the Exchange to carry out. It was because of what happened in connection with these transactions that the defendants took the steps they did towards the plaintiff. And it was because they had acted *ultra vires*, even assuming that everything else they did was in accordance with the rules, that they could not penalize him because he had failed to do something resulting out of the *ultra vires* action they took.

Counsel also addressed the Court on the question of the application of the Statute of Limitation and argued that it did not apply.

Mr. A. D. Blackburn, Registrar of Companies, produced the file of the documents of the Shanghai Stock Exchange. This concluded the case for the plaintiff.

Mr. Master applied for an adjournment in order that he could consider the points raised by his learned friend. He had raised matters which were of great importance to the Shanghai Stock Exchange and went to the root of their constitution. Such points had never been raised before in cases which had come before the Court and the pleadings in this instance gave no indication that such issues were going to be raised.

An adjournment was granted.

## THE RISE IN SILVER.

Captain H. B. Hooper, presiding at the annual general meeting of the Associated Gold Mines of Western Australia, recently, said that two years ago he expressed faith in the approaching increase in the value of silver. The metal was then at 22d. per ounce, and today it stood at 44d. It was perhaps not likely to go much higher, because this price was very near the melting-down price of the metal, although many people in America believed that a further advance was still probable. He thought, however, that something near the present price would be maintained for a considerable time.

## CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

CANTON, October 22nd.

## TROUBLES IN WAI CHOW.

Owing to the troubles in Wai Chow the Tschun, Chan Ping-kwan, has sent artillery up to the East River for use against the rebels approaching Canton.

It is said that a serious fight has occurred between the Canton troops and the rebels at a place about 15 miles from Shek Lung.

Many gun-boats have been sent to the East River to help the armies.

THE GENERAL'S SUPPORTERS.  
All the leaders in Canton have wired to General Luk Wing-ting swearing to support him. General Luk has replied expressing his thanks.

THE GENERAL'S SIMO.  
The Generalissimo Sun Yat-sen has decided to entertain various Consuls next Sunday.

Sun Yat-sen has ordered Feng Sing-to, Commander of the Yunnan troops, to send a few regiments to Whampoa to guard the entrance to Canton.

## ASSISTANCE FOR HUNAN.

The Kwangsi Tschun, Tam Hing-ming, started with a large body of soldiers for Hunan yesterday. He will co-operate with Luk Yu-kwong (General Luk's son) in an attack upon the Northern troops.

The Kwangsi Tschun has also requested the Red Cross Societies in Canton to go at once to Hunan to aid the wounded. A sum of \$5,000 has been remitted to the Societies for expenses.

FIRST STANDARD SHIP.  
SUCCESSFUL TRIAL TRIP.

The first of the standardised ships built to the order of the British Government has completed her final tests and been put into commission as a cargo carrier for the nation. In every respect the trial proved an unqualified success. It was a most exhaustive and comprehensive nature, and the experts who were on board during the inaugural trips were unanimous in their praise of the vessel, which marks a new epoch in the maritime history of the Empire, and which may be destined to play an important part in the campaign against enemy submarines. Rain squalls were experienced at intervals while a choppy sea prevailed, but these weather conditions served only to enhance the steady behaviour of the ship. A representative party boarded the vessel at the anchorage, and afterwards proceeded on the "measured mile." The machinery, etc., were severely tested, while a thorough tour of inspection was made.

The standardised ship has been designed with the idea of providing a good type of cargo carrier in the shortest possible time, with the minimum expenditure of material, having regard to war conditions, which involves the question of the speed of the ship. The keel was laid in February this year, and in less than the full six months the vessel was fully loaded and ready to go to sea.

She is the first of the series of standardised ships, but actually there are two types of vessels of 8,000 tons dead weight-carrying capacity. These are classified "A" and "B" types, the first named being single-deck ships and the others two-deck ships. This ship is of the "A" class. It is also intended to construct two smaller types, one known as "D," all of which will be 3,000 tons dead weight. In addition, however, other types are under consideration at present. All the principal shipbuilders in the United Kingdom are busily engaged on the construction of standardised ships, and while the number on hand need not be stated, the total output will be very substantial. As in the case of the hull, the machinery and engines are all standardised, so that the first engine goes into the hull complete. A feature of the general arrangements and equipment is provided in the very large hatchways, making the ship almost practically self-trimming, and immensely facilitating the loading and discharging of the vessel. In the words of the experts, "it will be a very efficient cargo carrier," and there should not be the slightest difficulty in selling such vessels to any private owner after the war.

## SHIPPING CONTROLLER'S VIEW.

During the trial trip a Press representative had a few minutes' interview with the Shipping Controller, Sir Joseph P. Maclay, Bt. Questioned with respect to the submarine menace, Sir Joseph replied that there never was a disease for which there was no found a cure, or a partial cure, and already considerable advance had been made, as proved by the considerably reduced number of steamers lost. Intense satisfaction is felt everywhere (he added) with the splendid work done by the mercantile marine, and it is especially gratifying in these days the way in which the officers of the Admiralty are working in harmony with the mercantile marine to secure the best results. The conception of the standardised ship (Sir Joseph added) at the beginning was to use as little steel as possible and to have them rapidly delivered. That vessel was the first under the scheme, and it had been built in practically five months. Now it is expected that similar vessels will be turned out in about four or four and a half months.

Sir Leo Chiozza Money, M.P., who acts as Parliamentary Secretary to the Shipping Controller, remarked, "This ship is the first step in the great programme of shipbuilding which is designed, in combination with the great work of the Navy in its offensive against submarines, to bring us to the happy point at which our gains in new ships will compensate for losses. At the same time, America will be similarly developing her magnificent resources, and thus we have the assurance that within a certain period the shipping of the Allies will exhibit a gain instead of a loss, in spite of all the efforts of an unscrupulous enemy."

In conclusion, Sir Leo emphasised the point that the men who are building and working these standardised ships are practically working for the nation, and that the public and no one else gets the benefit.

## INTIMATIONS

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Has kindly consented to give an  
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The subject of the address will be—  
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With the exception of the front row  
of the stalls, all SEATS will be FREE  
and UNRESERVED. [1191]



## NOTICE.

IT IS HEREBY NOTIFIED that, in  
consequence of alterations to the WATER  
MAINS, the Tai Po Road will be CLOSED to  
Wheeled Traffic between the hours of 12 Noon  
on the 24th inst. and 6 A.M. on the 25th inst.

W. CHATHAM,  
Director of Public Works.  
Public Works Department,  
Hongkong, 22nd October, 1917. [1189]

**ROYAL HONGKONG YACHT CLUB.  
OPENING CRUISE.**

THE OPENING CRUISE of the above  
Club will take place on SATURDAY,  
27th inst., when there will be Ladies' Races  
for the Handicap One Design, Hayward Hays  
and Guel Class of Yachts.

There will also be a race for Cruisers of  
Chinese and English Rig, and a Scratch  
Four-Our Contest.

Competitors should be in attendance at the  
Club House not later than 2.30 P.M.  
D. K. BLAIR,  
Hon. Sec. Sailing Committee.  
Hongkong, 20th October, 1917. [1189]

## TO LET.

AT the Peak, HALF-HOUSE, furnished  
within easy distance of the tram  
Moderate rental.  
Write—  
Box 40,  
Canot "Daily Press" Office. [1190]

## CANTON-KOWLOON RAILWAY

TENDERS for the Supply of Liquors and  
Refreshments at the Terminal Stations  
at Tai Sha Tau and Kowloon and on all  
Trains on the above Railway.

IT IS HEREBY NOTIFIED that Sealed  
Tenders, which should be clearly marked  
"TENDER FOR THE SALE OF  
REFRESHMENTS AND LIQUORS ON  
THE CANTON-KOWLOON RAILWAY,"  
will be received at the Head Office of the  
British Section at Kowloon, and at the  
Office of the Managing Director at Tai Sha  
Tau until Noon of Saturday, November 3rd.  
Forms of Tender and full particulars may  
be obtained at the Head Office of the British  
Section at Kowloon or the Head Office of the  
Chinese Section at Tai Sha Tau.

The Railway does not bind itself to accept  
the Highest or any Tender.  
H. P. WINSLOW,  
Manager,  
British Section,  
WEN TEH CHANG,  
Managing Director,  
Chinese Section.  
Kowloon, 20th October, 1917. [1179]

## MINISTERING CHILDREN'S LEAGUE

SALE OF WORK IN AID OF CHARITIES FOR  
CHILDREN.

TO be held in the grounds at Government  
House by kind permission of His  
EXCELLENCY THE GOVERNOR,

on  
SATURDAY, 3rd November, 2 to 6 P.M.  
Entrance only at the Garden Gate in Upper  
Albert Road.

PRICE OF ADMISSION:  
Adults ..... 20 cents.  
Children ..... 10  
All Members and Associates wearing M. C. L.  
badges free.

A Children's Chinese play ..... 3 P.M.  
Children's Ballet & Variety Entertainment 5  
P.M.  
Tea and Refreshments, Lucky Wall, Xmas  
Tree, Houp La, Swags, useful and attractive  
articles on the various stalls for children and  
grown-ups.

Pries moderate. No chits taken. [1163]



## NOTICE

ANY EUROPEAN, Non-Asiatic or Indian  
desiring to leave the Colony should  
apply in person at the CENTRAL POLICE  
STATION between the hours of 9 A.M. to 1 P.M.  
and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce  
Passports or identification papers.  
All persons with certain exceptions who  
remain in the Colony for more than 7 days  
are required to Register themselves under  
the REGISTRATION or PERSONS  
ORDINANCE 1916.

Forms of Registration giving the particu-  
lars required may be obtained at the  
G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine  
not exceeding \$50.

[138]

## INTIMATIONS

## NOTICE.

**THE CHINA FIRE INSURANCE  
CO., LTD.**

THE CERTIFICATE for one Share No.  
1401 in this Company standing in the  
name of WILLIAM ROSS of Yokohama,  
Japan, has been LOST, and if at the expira-  
tion of one month from the date hereof the  
above document be not forthcoming, another  
Certificate for the said Share will be issued  
by the Company and thereafter no other will  
be acknowledged.

C. H. P. HAY,  
per pro. General Manager.  
Hongkong, 4th October, 1917. [1116]

**CHINA FIRE INSURANCE CO., LTD.**

## NOTICE.

THE CERTIFICATE No. 4309 for two  
Shares Nos. 8771 and 17546 in this  
Company standing in the name of Mrs. ANNA  
JOSEFA CARNEIRO DE LENCAS (deceased), late  
of Macao, has been LOST, and if at the ex-  
piration of one month from the date hereof  
the above document be not forthcoming, another  
certificate for the said Shares will be  
issued by the Company and thereafter no  
other will be acknowledged.

C. H. P. HAY,  
per pro. General Manager.  
Hongkong, 5th October, 1917. [1119]

## LOST.

BETWEEN Ferry and Public Gardens on  
THURSDAY Night, Small BIRDOCH,  
Northumberland Fusiliers Button. Finder  
will be rewarded on returning same to—  
No. 1, CANTON VILLA,  
Kowloon. [1177]

## HOUSES TO LET

TO LET OR FOR SALE.

N.O. 4, CONDUIT ROAD.  
Apply to—  
COMPRADORE DEPT.,  
Messrs. KARANJA & Co.,  
2, Connaught Road, Central. [1149]

## TO LET.

IMMEDIATE entry, Four very desirable  
SHOPS, situated in Ice House Street,  
opposite the Grand Hotel, recently recon-  
structed.

For rent and other particulars apply to—  
THE MANAGER,  
HONGKONG ICE CO., LTD.,  
46, Connaught Road Central. [900]

## TO LET.

OFFICES in King's Buildings.

HOUSES in Moreton Terrace and  
Broadwood Terrace.

HOUSES on Shamoan, Canton.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD. [28]

## TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—  
HUMPHREYS ESTATE & FINANCE  
Co., Ltd.,  
Alexandra Buildings. [941]

## TO BE SOLD.

"GLENSHIEL" and "GLENSHIEL"  
BUNGALOW, 140 and 141, Tai  
Peak.  
Apply to—  
Box 543,  
Care of "Daily Press" Office. [1036]

VEGETABLE AND  
FLOWER SEEDS.

FRESH CROP of 1917 having  
been just collected orders  
solicited for Autumn or early  
Spring sowing.

List will be mailed free on  
application.

**THE YOKOHAMA NURSERY  
Co., Ltd.,**

P.O. Box 72,

YOKOHAMA, JAPAN. [1103]

## FOR SALE.

USED MIXED POSTAGE STAMPS, with  
duplicates, in Bags of—

600 Stamps for \$0.50 4000 Stamps for \$2.00  
1000 " " 0.81 2000 " " 2.50  
2000 " " 1.50 3000 " " 3.00  
3000 " " 1.50 5000 " " 4.00

**GRACA & CO.,**  
No 4, WYNDHAM STREET,  
Hongkong.

792

## INTIMATION

## EVERY CAKE OF

**WATSON'S**



IS GUARANTEED TO CONTAIN  
THE CORRECT AMOUNT OF  
PURE CARBOLIC ACID  
SPECIFIED.

SUPPLIED IN 3 STRENGTHS

VIZ.:

5% FOR TOILET USE.  
PRICE \$1.20 per box of three cakes.

10% FOR THE BATH.  
PRICE \$1.75 per box of three cakes.

20% MEDICAL BATH  
SOAP.  
PRICE 75 CENTS per cake.

TO BE OBTAINABLE ONLY FROM

**A. S. WATSON &  
CO., LTD.,**

HONGKONG AND CHINA.

TELEPHONE 16 [12]

## BIRTH

ARTHUR.—At "Edgehill," No. 10, Peak,  
on October 22nd, to Mr. and Mrs. T.  
ARTHUR, a daughter. [1192]

## MARRIAGE

REYNELL-LIBELL.—At New York, on  
October 8th, Captain HAROLD ELLER  
REYNELL, Black Watch, attached  
R.F.C., eldest son of Mr. H. E.  
REYNELL, of Kobe, to Georgiana  
Cathrine, eldest daughter of Mr. and  
Mrs. John Libell, of Shanghai.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, 23RD OCTOBER, 1917

## MRS. BESANT AND INDIA.

The British Government has been placed  
in a very embarrassing position by the  
activities of Mrs. BESANT and her associates  
in India. Mrs. BESANT has been conducting  
a vigorous propaganda against the  
"perversion" of the people to Christianity  
and in favour of Home Rule. According to  
her own statement, issued  
just before her internment, her real crime  
is that she has "awakened in India the  
national self-respect, which was asleep,  
and has made thousands of educated men  
feel that to be content with being 'a  
subject race' is a dishonour." No one,  
of course, doubts that Mrs. BESANT is  
actuated by worthy motives, but "evil  
is wrought by want of thought as well as  
by want of heart." Mrs. BESANT has  
written a lot of extravagant and inflam-  
matory nonsense about the "intolerable"  
injustices, social and political, which the  
"natural owners" of the soil suffer under  
the British autocracy. It is evident that  
she has become more or less hypnotised by  
her enthusiasm for everything Eastern.  
Just as the West is apt to make a com-  
plete failure if it attempts suddenly to  
transform the Oriental into a European,  
so it is apparent that the influence of the  
East upon Mrs. BESANT's most impres-  
sionable mind has brought about a condi-  
tion of political intoxication. The  
practical man of affairs finds it difficult  
to treat the words and actions of such  
extremists with anything but impatience.  
Unfortunately, that attitude usually en-  
ables these people to pose as martyrs, and  
that is to be avoided as far as possible.

There is a well-known saying that "the  
blood of martyrs is the seed of the  
Church," and anyone possessing even the  
slightest acquaintance with history will  
appreciate the fact that bad, as well as  
good, causes have been assisted by short-  
sighted statesmen who have employed  
unnecessary force against fanatics. These  
facts are, of course, well-known to politi-  
cal agitators in India. Modern education  
has been offered to them in the Universi-  
ties of the dependency and in Great  
Britain, and the new knowledge has its  
dangers as well as its advantages. Clever  
novelists, such as MASON in "The Broken  
Road," have shown us clearly the restles-  
ness which an impressionable Oriental  
youth may acquire when he goes West  
for his education. Only a few years ago  
a tragedy opened the eyes of many  
thoughtful people. A distinguished and  
greatly respected Government official,  
who was doing his utmost for the welfare  
of Indian students in Great Britain was  
assassinated in London. An attempt was  
also made on the life of Lord HARDINGE,  
while he was Viceroy. Men of wide  
sympathies, but with experience of the  
conditions of life in India, have warned  
us of the dangers of allowing Socialistic  
literature and speeches to be disseminated  
broadcast in that country. The whole  
problem of the development and govern-  
ment of India is of deep interest, espe-  
cially to those of us who live in the Far East,  
because we, also, realise the evils which  
have resulted in this part of the world  
from the efforts of earnest, but misguided,  
fanatics. We do not wish to dogmatise  
about the position of "Dr." SUN YAT-SEN  
in history, but we cannot help thinking  
that some of his efforts during the last  
five years have not tended to any improve-  
ment in the position of China or in the  
lot of the Chinese. It is only too true  
that extreme political views and revolu-  
tionary propaganda produce in ill-  
balanced minds discontent and unrest  
inimical to steady progress. The problems  
of India are not the same as those of  
China, but there is a similarity between  
some of them, and changes in one country  
are in some measure reflected in the current  
thought of the other, just as the astonish-  
ing material progress of Japan has  
stimulated the ambitions of all Oriental  
races. The talk about the application of  
the Monroe doctrine to the continent of  
Asia cannot be dismissed from the minds  
of European and American statesmen.  
The exaggerated reports of the improve-  
ment in China due to the substitution of  
a republic for a monarchical form of  
government, reach India and other coun-  
tries which are not yet ready to manage  
their own affairs. Similarly, the plain  
statement of the splendid ideals for which  
the Allies are fighting in Europe is quoted  
as an argument in favour of what is mis-  
called freedom, and would really mean  
bondage in Asia. Nor have dramatic  
political events in Russia been without  
their effect, for millions of people in Asia  
until a few months ago owed allegiance  
to the TSAR.

It is, of course, quite obvious that the  
splendid assistance given by India to the  
Empire has profoundly altered the posi-  
tion and political status of the natives.  
No one would wish those magnificent con-  
tributions in men and money to be re-  
warded merely by smooth words. And yet,  
when the whole subject is studied care-  
fully, it is clear that whatever reforms  
may be introduced can only be a logical  
development of the general policy which  
has been carried out since DISRAELI, with  
his daring genius, brought Queen  
VICTORIA before the vision of the natives  
as their Empress. Perhaps the greatest  
triumph of British Imperial work is to  
be seen in the present position of India,  
but there are also the inevitable difficul-  
ties which must result from such a success.  
Wonderful as are the applications of  
scientific knowledge for the prevention of  
floods and famine, remarkable as are  
recent industrial developments and the  
consequent multiplication of wealth, the  
system of which Britons have most reason  
to be proud and the Indian races most  
reason to be grateful is the Indian Civil  
Service. It is certain that no other  
nation could have applied so successfully  
common-sense and cleanness in adminis-  
tration to a huge country, embracing  
peoples of many different languages and  
religions, which had suffered centuries of  
bad government. It is practically certain  
that if the British were suddenly to with-  
draw entirely from the position they  
occupy in India the consequence would be  
internecine strife, disaster, and decay.

A meeting of the Licensing Board will  
be held in the Council Chamber on  
Wednesday, October 31st.

The opening meeting of the Church of  
England Men's Society takes place this  
evening in St. Paul's College, commencing  
at 9 p.m.

In consequence of alterations to water  
mains, the Tai Po Road will be closed to  
wheeled traffic from 12 noon on the 24th  
inst. to 6 a.m. on the 25th.

During the week ended October 20th,  
there were three cases of enteric fever (one  
Portuguese and the rest Chinese) and one  
case of diphtheria (Chinese) notified in  
the Colony.

The weekly religious meeting of the  
Helena May Institute will be held to-day  
at 5.30 p.m., when the Rev. J. Kirk  
Macdonald will give his second address  
on "Teachings of Christ with regard to  
daily life." The meeting is open to all  
women.

The latest foreigner to be replaced in  
the Japanese shipping service says the  
N.C. Daily News is Mr. Edwin Orrett,  
manager of the Tacoma office of the Osaka  
Shosen Kaisha, whose position will be  
filled by Mr. Higuchi, head of the Hong-  
kong office. Mr. Orrett is well-known in  
the Far East.

The Right Reverend Bishop C. H.  
Brent, D.D., Bishop of the Philippine  
Islands, has kindly consented to give an  
address to men only at the Theatre Royal  
this (Tuesday) evening, at 6 p.m. The  
subject of the address will be:—"Demo-  
cracy: its responsibilities and privileges."  
With the exception of the front row of  
the stalls, all seats will be free and un-  
reserved.

We are informed by the Right Reverend  
Bishop D. Pozzoni that, in accordance  
with the wishes of His Holiness Pope  
Benedict XV., there will be a Triduum of  
Supplication in the Cathedral on Friday,  
Saturday, and Sunday next, at 5.30 p.m.  
The Rev. Father Joao Climaco, of Macao,  
will preach on each of the three days. On  
Sunday, there will be General Communion  
for the children, in which all their rela-  
tives are asked to participate in order to  
gain the special indulgences granted in  
this connection.

The observance of "Our Day" by the  
British community at Shamoan on October  
18th was a great success. Some \$9,100  
local currency was raised and there is  
still more to be collected. Several  
Chinese gentlemen took part in the en-  
tertainments given at the Fae on the  
tennis court. Among the visitors were  
Military Governor Chen Pin-shun and  
Civil Governor Lo Yao-hon, of Kwang-  
tung. A feature of the entertainment was  
the attack on the Germans, Austrians, and  
the Turks. It cost a dollar to fire four  
shots at them. The message of the King  
to the Joint Committee of the Red Cross  
Society and the Order of St. John was  
read during the evening concert at the  
Canton Club by Consul-General Jamieson,  
C.M.G., who also took the occasion to  
thank all those who had taken part in  
the success of the day.

The many friends of A. F. Deane,  
late of the staff of Butterfield &  
Swire, will learn with deep regret  
that news has been received of his  
death in action in France. Arthur  
Deane was a popular member of the Tai-  
koo Staff, and was well-known in Hong-  
kong, Kobe, and Shanghai. In Hong-  
kong he particularly endeared himself to  
his friends by his cheerful outlook on life.  
He took an active place in local rowing  
circles, and for his weight was one of the  
best Rugby forwards the Colony has had  
in recent years. He went Home a little  
more than a year ago and, after a course  
of training in England, was sent to  
France, where he had been for two or  
three months as a 2nd Lieutenant in the  
16th Company Machine Gun Corps when  
he was killed. He was always keenly  
interested in the national characteristics of  
the Chinese and Japanese peoples with  
whom he came into contact, and to this  
end devoted much time in acquiring the  
languages of both. He was a man of  
considerable promise and would have gone  
far on the road to success. The flags of  
Taikoo were at half-mast yesterday as a  
mark of respect to both Lieut. Deane and  
Lieut. F. N. Robinson, who, as we  
announced yesterday, has been killed in  
action in East Africa.

HONGKONG LEGISLATIVE  
COUNCIL.

A meeting of the Hongkong Legislative  
Council will be held to-day at 2.30 p.m.

The "Orders of the Day" are as follow:—  
Second reading of the Bill intituled, "An  
Ordinance to apply a sum not exceeding  
Eight million, three hundred and sixty-  
eight thousand, nine hundred and ten  
dollars to the Public Service of the year  
1918."

## CRIMINAL SESSIONS.

A CHINESE DOCTOR AND HIS  
ADVERTISEMENTS.

## INTERESTING LEGAL ARGUMENT.

The October Criminal Sessions were  
opened yesterday before the Puisne  
Judge. There are nine cases in the  
calendar, including charges of manslaughter,  
rape, robbery, demanding money by  
menaces, and shooting to avoid arrest.

The first case called was that in which  
Kwong Fei-ngo, alias Kwong Mak-kung,  
was charged with demanding money from  
a Chinese doctor in Hongkong by menaces.  
It is alleged that the prisoner, introducing  
himself as a representative of the  
Macao newspaper *Tat Po*, threatened to  
publish damaging statements about the  
complainant if he did not give an order  
for an advertisement.

The Hon. Attorney-General (Mr. J. H.  
Kemp) instructed by Mr. R. P. Mattingly,  
who conducted the case for the com-  
plainant in the Police Court, appeared to  
prosecute and the Hon. Mr. H. E. Pollock  
K.C. (instructed by Mr. E. Davidson),  
defended.

Mr. Pollock raised several preliminary  
objections to the manner in which the  
indictment had been drawn up. This  
original indictment, which had been  
framed on the charge at the Police Court,  
contained only one count. Since then two  
others had been added.

The Attorney-General applied for the  
indictment to be amended by the addition  
of the other two counts.

Mr. Pollock argued that felonies  
and misdemeanours could not be  
put together on the same indict-  
ment, but his Lordship, while ad-  
mitting that it might not be usual to do  
this at Home, inclined to the opinion that  
it was permitted by local procedure. He,  
however, promised to make a note of Mr.  
Pollock's objection and suggested that it  
could be dealt with later if necessary.

Mr. Pollock then raised a further ob-  
jection on the ground that the accused was  
charged with no less than seven different  
offences under one count.

There was considerable argument and  
his Lordship intimated that he would  
reserve his decision on the point and that,  
in the meantime, the case might proceed.  
Prisoner then pleaded not guilty on all  
counts.

The jury men were: Messrs. G. M.  
French, H. Gittens, G. K. Haxton, J.  
McCubbin, D. Murphy, S. Hidden and  
S. R. Ismail.

The Attorney-General, opening the case  
for the prosecution, said that the prisoner  
was charged on three counts. Firstly with  
the offence of demanding money, with  
menaces; secondly, with threatening to  
publish a certain matter about the com-  
plainant with intent to extort money; and  
thirdly, which was much the same thing  
as the second count, with proposing to  
abstain from publishing certain matters,  
also with intent to extort money. On the  
first count, before the jury could convict  
they must be satisfied that the prisoner  
made the demand and uttered threats,  
and that the threats were of such a nature  
as to unsettle the mind of the complain-  
ant and take away from him the volun-  
tary action which alone constituted  
consent. The complainant in this case  
was a Chinese doctor, named Chen Kai  
Ban, who had been in practice for a great  
number of years and advertised  
extensively in the papers here and  
in Canton. He did not advertise  
in the *Kongmoon* or *Macao* papers.  
On August, 27th last, the complainant  
bought a copy of a paper which is pub-  
lished in *Kongmoon*, and in it he found  
a certain paragraph. On September 1st,  
the prisoner, in the evening, went in and  
presented a visiting card and said he came  
from the *Macao Tat Po* and asked the  
doctor to advertise in his paper. The  
doctor said he would consider the matter,  
but he did not then want to advertise in  
the paper in question. The prisoner then  
produced a copy of a *Kongmoon* paper,  
which proved to be a copy of the same  
paper and date as that which the doctor  
had bought, containing the paragraph.  
The prisoner said:—"This paper pub-  
lishes things damaging to your reputa-  
tion," and threatened to reprint the  
paragraph in his paper unless the doctor  
paid \$200 for a long period advertisement.  
The paragraph in question contained an  
atrocious libel. It referred to the com-  
plainant by name and made gross charges  
against him in his practice. The doctor  
begged the prisoner not to publish the  
paragraph and many interviews took  
place, and letters containing veiled threats  
were sent by the prisoner. Finally, the  
prisoner, failing to secure the money,  
published the paragraph and intimated  
that other things would be published  
unless the money was forthcoming. The  
doctor informed the Police and a trap  
was laid and the prisoner was arrested.  
The complainant deposed that the  
accused went to his shop and demanded  
\$200.

The Court adjourned for tiffin and  
upon resuming, his Lordship referred  
again to the objections raised by Mr.  
Pollock. He said that, after the evidence  
given that morning, he was not quite cer-  
tain whether he would have to direct the  
prosecution to make a choice of the  
various counts in the indictments upon  
which they would proceed.

The Attorney-General said he would  
prefer that the hearing be adjourned to  
enable him to consider the question.  
The point at issue applied not only to  
this particular case but might effect many  
cases in the future.

His Lordship accordingly adjourned  
the hearing until to-day.



# THE WAR.

## THE WORK OF OUR AIRMEN.

### THE ROUT OF THE ZEPPELINS.

### EVENTS AT RIGA.

### DEALING WITH THE SUBMARINE.

### STIRRING INCIDENTS.

#### Franco-Belgian Front.

##### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

#### AVIATION ACTIVITY.

##### GOOD WORK BY OUR AIRMEN.

London, October 22nd.

Field-Marshal Sir Douglas Haig, reporting on the aviation activities states: Despite much mist our aeroplanes this afternoon, dropped a ton of bombs on a foundry and a railway junction ten miles to the north-westward of Saarbrücken, with very good results. Bombs were seen on a foundry and railway station and a big explosion occurred. Many scouts attacked our bombing squadrons, four of which were driven down. Photographs were also taken. All our machines returned except one.

Two hundred and thirty-eight bombs were dropped, on Saturday, on aerodromes at Contré and Roulers, and also on Courtenay station and various billets and farmhouses. One of the aerodromes at Roulers was bombed from a low height and one bomb blew to pieces a German machine on the ground, another fell through the centre of a hangar.

The enemy's personnel and machines on the ground were machine-gunned from our aeroplanes.

Our scouts, operating in the neighbourhood, meanwhile brought down seven machines, which crashed to earth in full view of the aerodrome.

A ton of bombs was dropped during the night on Ingelmunster aerodrome and railway station and also on aerodromes at Courtin where a direct hit was obtained on a machine endeavouring to leave the ground.

During the day, nine German machines were brought down and four were driven down. Three of ours are missing.

#### BRITISH GUNNERS MERCILESSLY POUND GERMANS.

London, October 21st.

Reuter's Correspondent at British Headquarters states that day and night our gunners are mercilessly pounding the Germans with terrible effectiveness, and from which it is evident, from many sources, that the artillery battle is forcing the enemy to make constant reliefs owing to the demoralisation of his troops.

A captured enemy officer's letter bitterly complained of the shelling from his own artillery, resulting in a "most unfavourable effect on our men who have been exposed for seven days to continuous heavy artillery." Another letter states that the English, in four days, smashed seven Divisions and says "yesterday, two Companies of infantry were buried." Another letter instances a Company, originally 140 strong, paraded a fortnight later, 18 strong, adding that it was the same with a whole regiment.

The bulk, and the flower of the Kaiser's army is being hammered to the limits of human endurance.

General von Ardenne writes that he is profoundly concerned over the demoralisation of the German Army, facing the British, apprehending that it is the grim determination of the British to gain complete mastery of the Flanders ridge system.

#### EARLIER CABLES.

#### BRITISH FRONT.

##### NOTHING HAPPENING.

London, October 21st.

Field-Marshal Sir Douglas Haig says there is nothing to report except reciprocal artillery firing.

Field-Marshal Sir Douglas Haig reports: The Irish carried out a successful raid north-east of Croisilles. They took a few prisoners and returned without any casualties.

Our patrols took twelve prisoners south-east of Polygon Wood.

There is great reciprocal artillery firing on the battle front.

#### GERMAN REPORT.

A German official wireless message states: The enemy bombarded Ostend from the sea.

There is violent artillery firing between Vaux-Aillon and Baye.

#### FRENCH FRONT.

##### OSTEND BOMBARDED.

Paris, October 21st.

A French *communiqué* states: There is violent artillery firing on the Aisne.

Our batteries exploded an ammunition dump at night time.

VIOLENT ARTILLERY FIGHTING Paris, October 22nd.

A *communiqué* states:—There is a violent artillery struggle at various points on the Aisne front, especially in the region of Aillen and Cerny.

A strong enemy attack to the north-west of Bezonvaux was driven off after violent fighting.

Enemy aeroplanes dropped sixty bombs in the region of Dunkirk on the evening of the 21st instant.

Naval Activities.

#### LATEST CABLES.

#### THE FIGHT AT OESSEL.

##### REPORTED GERMAN LOSSES.

Helsingfors, October 22nd.

The crews of two Russian torpedo-boats, which participated in the fight at Oessel, have arrived.

They declare that the fighting lasted, practically uninterrupted, from October 12th to the 17th, the Germans losing one Drednought. One cruiser was sunk and another wrecked and four torpedo-boats were sunk and two disabled.

LATEST NEWS OF THE SITUATION.

London, October 22nd.

A Russian naval *communiqué* states that the general situation in the Baltic Isles on October 19th was as follows:—

The islands of Oesel and Moon were definitely in enemy hands. The operations at Dago were hampered by the marshes and also because of the small garrison which was merely defending the coast batteries.

The naval base at Moon Sound, including the bulk of the warships, tugs, transport etc. was transferred, most orderly, to a more safe point at the mouth of the Gulf of Finland, despite enemy opposition.

#### EARLIER CABLES.

#### THE FIGHTING IN RIGA GULF.

##### GERMAN REPORT.

London, October 21st.

A German official wireless states:—We reached the east coast of Dago Island, penetrating into the interior. So far the prisoners taken number several hundred. We occupied Schildau Island. The Russian naval forces have left Moon Sound, proceeding in a northerly direction, abandoning the Slava as well as our grounded vessels.

GERMANS CAPTURE DAGO ISLAND.

A German wireless official message states:—Dago Island is in our hands.

#### NORTH SEA NAVAL ENCOUNTER.

##### ACCOUNT OF THE ATTACKS.

Bergen, October 21st.

The survivors of the convoy state that they left the Norwegian coast on Tuesday afternoon and were attacked at seven o'clock the next morning. The Germans ordered the convoy to stop and started firing immediately, quickly sinking the destroyers, which were far inferior in size and equipment. They then sank the merchantmen in succession.

The whole affair lasted an hour. The steamer succeeded in launching lifeboats, but several filled owing to the heavy seas.

The survivors reached Norway after two days of suffering at sea.

#### THE NUMBER OF VICTIMS.

CHRISTIANIA, October 21st.

Thirty-seven members of the crews of the Norwegian and Swedish ships were rescued in the action in the North Sea. It is known that sixteen Norwegians, seventeen Swedes and eighty-six Englishmen perished in the action, but the number is probably greater.

The victims include three women.

#### Russian Front.

##### EARLIER CABLES.

#### RUSSIAN FRONT.

RUSSIANS REFUSE OFFERS TO FRATERNISE.

London, October 21st.

A Russian wireless official message states: Our troops disregarded the enemy's signals to fraternise on the Naroch Lake and the Buzo River. Our fire dispersed the signals.

#### Aerial Activities.

##### LATEST CABLES.

#### THE ZEPPELIN ROUT.

##### FRENCH DELIGHTED.

Paris, October 22nd.

France is most delighted over the rout of the Zeppelin fleet.

At first it was believed that it was part of a gigantic double expedition to France and England, but the fact that there were no bombs aboard the Zeppelins brought down confirmed that the fleet was returning from England, having been caught in a fog, and apparently exhausted of its supply of petrol, had drifted to the south-eastward, before the wind and found themselves over France, believing they were approaching their own base.

They were all sighted at daylight, and the first victim of the gunfire, which vainly tried to escape by ascending to 1,800 feet, fell in flames in St. Clement with five mutilated bodies lying around, and others were buried in the debris. Its consorts, L 49 and L 50, were compelled by aeroplanes, to descend at Bourbonne and Montigny-le-Rei respectively. The crew of the former, which was intact, was captured. The latter detached its destroyed car and reascended with four men.

There is no news, so far, of the remnant of the scattered fleet.

#### THE FATE OF THE RAIDERS.

Paris, October 22nd.

Apparently, the five Zeppelins captured and destroyed in France were part of a fleet of eleven invaders of England which got lost in a fog and from there drifted over France. Three seem to have escaped, but the remainder were sighted at daybreak and were harried by gunfire and aeroplanes throughout France. One fell in flames at St. Clement; another was captured, intact, at Bourbonne and a third was caught by a tree at Montigny-le-Rei and sixteen of the crew landed. The Zeppelin broke from the tree and disappeared with four of the crew and is believed to be lost. A fourth landed at Harage Basses Alpes and a fifth passed Prejats at five in the afternoon and disappeared over the Mediterranean, drifting in a vertical position.

#### EARLIER CABLES.

NAVAL AIRCRAFT BOMB BRUGES.

London, October 21st.

The Admiralty announces that naval aircraft on Friday night dropped large quantities of explosives on Bruges dock and Engel aerodrome. Fire broke out at the latter.

All our machines returned.

#### THE "SILENT AIR RAID."

London, October 21st.

Of the twenty-seven deaths in what is styled "The Silent Raid," on Friday, seven were killed by a bomb in a shopping district of the West End and thirteen by a bomb which wiped out three houses in a suburban street. Eight of the latter belonged to one family, the mother, two boys, four girls and a baby.

Another bomb demolished a tall suburban house, in the cellar of which fifteen people were taking refuge.

These were rescued after an hour's work, some a little injured.

PRIME MINISTER VISITS SCENE.

Yesterday the Prime Minister visited the bombed areas.

The damage to property in London is not serious.

A remarkable feature is that numerous people in the suburbs knew nothing about the raid till it had passed.

There is much criticism as to the silence of the anti-aircraft guns.

#### THE ZEPPELINS OVER FRANCE.

##### WANDERERS HEMMED IN BY AVIATORS.

Paris, October 21st.

Four Zeppelins are still wandering in a disabled condition but are hemmed in by French aviators. One of these alighted in the neighbourhood of Langres after jettisoning fifteen of the crew.

#### CREW JETTISONED.

A *communiqué* states that the two Zeppelins which fell in the zone of the interior were disabled when attacked by aeroplanes and anti-aircraft guns. They were compelled to descend near the Sisteron Valley zone.

The crews, who set the ships afire, took flight but were made prisoner.

#### THE LOST ZEPPELINS.

A book found on the Zeppelin captured at Bourbonne les Bains supports the theory that the Zeppelins lost their way on returning from England.

The Zeppelins seem to be of a new type, as they are bigger than usual and are able to fly at a speed of 110 kilometres an hour and rise to a height of 6,000 metres.

#### Africa.

##### EARLIER CABLES.

#### CAMPAIGN IN EAST AFRICA.

BRITISH SUCCESSES CONTINUE.

London, October 21st.

An East African message states:—The main enemy forces are retreating from Obembura and have reached Malilwa, abandoning their hospitals.

We occupied Rupunda and Lukedi Mission and forced the Germans towards Nyangao.

We occupied Nyangao on Wednesday. Two Nigerian battalions temporarily detached suffered heavily.

We joined up with them on Thursday and drove off counter-attacks. Fighting is proceeding.

#### The Near East.

##### EARLIER CABLES.

#### CAMPAIGN IN MESOPOTAMIA.

TURKS DRIVEN ACROSS RIVER.

London, October 21st.

A Mesopotamia official message states:—We carried out successful operations in the vicinity of Delawa and Killobat. Our columns began an enveloping movement on Friday and drove the enemy across the Dula.

The Turks destroyed a bridge at Kizilbat and retreated to the southern hills of the Jebel Hamam Ridge.

We took some prisoners and captured wagon-loads of ammunition.

#### General.

##### EARLIER CABLES.

#### SUBMARINE AND MINE HUNTING.

AIRSHIP DESTROYS SUBMARINE.

London, October 21st.

The following stirring incidents are taken from the Admiralty records and give a further glimpse of the methods and daring employed in tackling submarine. A patrolling vessel sighted a steamer, which was torpedoed but capable of being towed to harbour. The airship sent a wireless message for the necessary assistance and hovered as a protector until the arrival of tugs. Subsequently she sighted the conning tower of a submarine in the neighbourhood of the convoy, apparently manoeuvring for another shot. The airship instantly released the position of the submarine to warships in the vicinity and set upon it to attack the enemy.

The latter attempted to dive but was too late and received the effects of two bombs. A violent explosion ensued, followed by poisonous oil and air bubbles. The same airship subsequently attacked another submarine with desired results. The submarine, taking advantage of bad weather, daringly attacked a convoyed steamer. The airship shot down and saw the long track of a torpedo travelling at a speed of ninety miles an hour. At the end of the track she sighted the outline of a submerged submarine, and the airship released bombs above the green cigar-shaped shadow. An explosion was followed by a vast evulsion of air bubbles.

#### PATROL-SHIP RAMS SUBMARINE.

A British oil ship was torpedoed in thick weather but not totally disabled, whilst accompanied by a patrol ship. The latter searched the neighbourhood quickly and at length sighted what turned out to be a large submarine on the surface. The patrol ship effectively rammed and sank her.

#### JUGGLING WITH A MINE.

A Lieutenant in the Naval Volunteer Reserve was commanding a motor launch attending a flotilla of mine-sweeping trawlers when a drifting mine was sighted. A gale was blowing at the time and an attempt was made to sink the mine by gunfire. This proved impossible, and darkness was approaching, when the mine would disappear. The officer lowered a boat and pulled as close to the mine as he dared. He then swam overboard to the mine with a line which he passed through the ring-bolt in the top and thus the motor launch was enabled to tow the mine of destruction into smooth water, where it was sunk by rifle fire. It is pointed out that the ring-bolt could only be reached with the utmost difficulty, and a mistake, like an inadvertent grab at one of the horns of the mine, owing to the roughness of the sea, would have finished off the officer.

#### LATEST CABLES.

#### RUSSIAN PEACE DEMANDS.

PETROGRAD, October 22nd.

The following are among the Russian peace demands which M. Skobeloff, Minister of Labour, the Council of Workmen's and Soldiers' Delegates, will put forward, when attending the inter-Allied Conference at Paris:—A free and uninfluenced plebiscite with regard to Alsace and Lorraine; *Italia Irredenta*; the restoration of Belgium, Serbia and Montenegro, with compensation, to be paid from an international fund; the restitution to Germany of all her Colonies; the neutralisation of all Straits leading to inner seas, including the Suez Canal and the Panama Canal; disarmament on land and sea, and the creation of a system of Militia.

#### EARLIER CABLES.

#### RUSSIAN AFFAIRS.

#### ENEMY'S VICTORY OVER RUSSIA'S IMPOTENCE.

PETROGRAD, October 21st.

The Preliminary Parliament has opened at the Marie Palace, being attended by representatives of the bourgeois, democrats, members of the Government, Allied and neutral diplomats, Russian and foreign pressmen and the general public.

M. Kerensky, in a speech, hoped Parliament would assist the Government to safeguard the rights of the Constituent Assembly, the opening of which must in no wise be postponed. The Government would co-operate to the utmost in the work which Parliament began. It was an extremely hard and responsible time for the Government, and Parliament must pay attention to the most difficult problem of restoring combativeness in the Army, enabling them to repulse the enemy, who was becoming more insolent and more triumphant, not owing to his own strength but to Russian impotence.

He declared that Russia, if she were willing, could emerge from a painful situation much sorer than her enemies thought.

#### KERENSKY PAYS TRIBUTE TO RUSSIAN SAILORS.

Amid universal cheers, M. Kerensky enthusiastically paid a tribute to the valour of the Russian sailors and declared that he could not say as much for the Army.

Thereafter, amid cheers, M. Kerensky gave up the presidential chair to Madame Breshkovska, who invited the assembly to elect a President.

M. Avksentieff, President of the Executive of the Peasants' Delegates, was elected by a majority of 228.

#### THE SAFETY OF PETROGRAD.

M. Kerensky considers that the evacuation of Petrograd is in no wise urgent and can be carried out gradually.

#### SEAT OF GOVERNMENT.

The *Bourse Gazette* understands that Government will go to Moscow during the first fortnight of November. The removal of factories, workshops and military schools has begun.

#### CALL TO THE PEOPLE.

The papers unanimously call upon the people to realise the gravity of the Riga events and to concentrate on the defence of the country. They declare that the Fleet will defend the approaches to Petrograd to the last.

General Tchernomissin, in an Order to the Northern Front, denounces the agitators who are spreading the rumour that the troops will desert the trenches at a given date.

#### LATEST CABLES.

#### M. KERENSKY'S APPEAL.

LATER.

M. Kerensky, in a speech, declared in the name of Democracy, that although he was longing for peace he would never capitulate to force. The difficulties of governing at present were most painful because he could not have recourse to measures outraging the ideas of equality and fraternity, therefore, he appealed to all parties and peoples to end the terrible anarchy which was more and more invading the State and was leading rapidly to an economic and financial crisis. The efforts of the Government so far had not availed against the apathy of the masses. The Army was only waiting for the Rear to do its duty, in organising the work of production, especially in feeding the Army which was becoming more difficult daily.

#### EARLIER CABLES.

#### KAISER RETURNS HOME.

AMSTERDAM, October 21st.

It is reported from Sofia that the Kaiser, on returning from Constantinople, dined with King Ferdinand and departed for Germany on Friday night.

#### LATEST CABLES.

#### DR. KUELMANN CONFERS WITH AUSTRO-HUNGARIAN STATESMEN.

AMSTERDAM, October 21st.

Dr. Kuelmann, the German Imperial Foreign Secretary, is conferring with the Austrian and Hungarian statesmen, at Budapest and Vienna, respectively.

#### CHINESE TELEGRAMS.

[BY COURTESY OF THE "CHUNG NGOI SAN FO"]

#### THE MILITARY SITUATION.

PEKING, October 22nd.

The Ministry of Finance has paid 180,000 dollars to Lung Chai-kwong for military expenses.

The President has replied to Chan Ping-kwan and Tam Ho-ming that Tan Chi-jui cannot be dismissed. The mandate to chastise Yunnan will be issued, tomorrow. It dismisses Tang Chi-yao and Lo Peh-kin.

The Government will appoint Liu Chun-hoo commander of Szechuan.

The Southern part of Hunan and Heng Shan have been occupied by Kwangsi troops.

#### EARLIER CABLES.

#### M. CONSTANTINE.

ZURICH, October 21st.

Ex-King Constantine has been successfully operated upon.

#### TRAFALGAR DAY.

##### NOTABLE SPEECHES.

London, October 21st.

Trafalgar Day was celebrated in the customary fashion. The wreaths placed on the Nelson Monument included one from the Navy League in memory of the French who fell at Trafalgar.

The Lord Chancellor, speaking at a Navy League luncheon, paid a tribute to the services of Japan and to the effort of America. He glowingly described the work of the Navy, saying Admiral Sir David Beatty's sailors fought as gallantly as Nelson's. He declared that when we dictated terms of peace the crews of submarines and those in high places who gave them orders should be treated as pirates. The dawn was already beginning to appear and we might look forward at no distant date to achieving a durable peace.

The Japanese Ambassador said Japan had loyally fulfilled her obligations, was gradually extending her naval and military operations, and to-day was actively engaged in certain portions of the European theatres. It was amusing, he said, to read how the Germans boasted of the success of their submarines in breaking down British naval supremacy, for the German submarine was in itself an admission of British supremacy. The fighter who had to hit below the belt was a defeated man.

#### ROUMANIANS DECLINE INFAMOUS PEACE.

ODESSA, October 21st.

The French Minister to Roumania has arrived here. In a speech, he stated that Germany tried to expel the Roumanian Army from Moldavia with the object of establishing a Bukharest Government which would agree to a separate peace, but the Roumanian Army was resisting vigorously in protecting Bessarabia and, as a result of the German and Bulgarian atrocities in Roumanian territory and Germanophile politicians remaining in Bukharest, it declined to consider an infamous peace. A famine was, however, threatening Moldavia, and it was the duty of the Russian democracy speedily to organise supplies.

#### MINISTRY OF MUNITIONS.

##### MR. CHURCHILL'S DRASTIC REORGANISATION.

London, October 21st.

A lobbyist of the *Sunday Times*



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NOW.

PEOPLE AND STATE IN SPAIN  
CAUSES OF RECENT DISORDERS.

## THE LESSON FOR THE ALLIES.

[By The Times' Barcelona Correspondent, a distinguished Spaniard of recognized authority, though not a politician.]

It would be wrong to estimate the importance of the recent disturbances in Spain by the material damage done, or by the number of the dead and wounded, which, fortunately, is not very great. We must look deeper, and realize that the life of a nation cannot be suspended for a whole week except for some very powerful motive.

The strike began on August 13th and lasted the whole of the following week in most of the great industrial towns of Spain. Barcelona saw her economic life paralysed and her streets and open places converted into fortified camps for the purpose of repelling by rifle and artillery fire the attacks of small groups of revolutionaries, who fired from the windows of houses at the tramways, the troops, and the police. The working classes, as a rule, took no active part in the conflict, confining themselves to leaving work as soon as their Syndicates gave the word. The Barcelona workmen, warned by memories of the "Bloody Week" of 1909, were content to wait upon events. It is to be noted, however, that they looked with pleasure upon the attempt at revolution, hoping that, if successful, it would lead to a change in the relations of the people to the State.

The divorce between the people and the State is general throughout Spain, and is especially pronounced in Catalonia. Realization of this fact is essential to a proper understanding of Spanish public opinion. The central regions of Spain, where life is languid and anemic and often resembles death, lack the strength to protest against the maladministration of the State, and therefore accept it as a necessary evil. Madrid, the seat of all the organisms of the State and living chiefly upon them, pays no heed to the grievances of the provinces, and is constantly in favour of leaving things as they are. Madrid wishes the nation to remain in a state of passivity, fearing that any change may mean a diminution of power, influence, and material prosperity for the capital. On the other hand, the regions that border on the sea ardently desire the renovation of Spanish life, and of all these regions Barcelona is the spiritual head. For this reason every Spanish question must be looked at from the Barcelona standpoint as well as from that of Madrid, and it will always be found that the two points of view are diametrically opposed.

Thus, the present strike, the disturbances that accompanied it, and the consequent repression mean to the Madrid oligarchy the triumph of the State over anarchy, while to the Catalonia mind they signify that the Spanish State consists merely of a number of official persons and of the armed forces which obey them from a habit of discipline and for no other reason. The living forces of the country with Catalonia at their head are unanimously agreed that a system of government characterized by maladministration and depending for its existence upon the support of artillery and infantry can no longer be tolerated.

Have these somewhat delicate problems of Spanish politics any interest for England? Undoubtedly they have. Remember that Barcelona is the most European city in Spain, the most progressive city in every sense, the city in which industrial life is most developed. It is also the city whose sympathy is strongest for the countries that are fighting Germany. But, in spite of this, if England and France remain indifferent to Spanish policy and Spanish business; if they avert their gaze politically and commercially from war Germany, they will find that after the developing close relations with the country, try not only for the sake of the direct advantages which she may obtain thereby, but also because Spain is the natural avenue of approach to Latin America. For these reasons I feel that readers of The Times have a direct interest in studying Spanish public opinion from the point of view of Barcelona, whence things assume a very different colour from that which they wear when seen from Madrid.

## ASSAULT FROM THE CLOUDS

Air fighting in the Ypres battle area during the past four days has been of the usual thrilling varied character, writes Mr. Percival Phillips under date of August 19th. Airmen are becoming more and more closely identified with operations of infantry during an advance, scouting ahead of them and engaging hostile redoubts, as did their less mobile predecessors, the horsed troops of other days.

When we attacked Langemarck aeroplanes machinegunners were constantly diving at the German infantry and raking their trenches.

They began with a barrage at dawn on Thursday morning. One aeroplane attacked the Steenbeek river-side fort, known as An Bon Gite, in the semi-darkness, going through our barrage several times. Others came down within a hundred feet of Langemarck and fired at the German reinforcements.

A daring battle-plane sailed up and down the main street of Zonnebeke and above Polygon Wood, scattered an infantry column among the cellars, dispersed working parties on the railway, and filled the fields behind the village with fugitive soldiers, who were demoralized by this sudden, deadly assault from the clouds.

## HELPER IN THE SKY.

The airmen kept circling above Polygon Wood, harassing the enemy as the Londoners struggled through mud and water towards the race course, and they prepared the approaches to the wood and the group of concrete redoubts defending its flanks. They were quick to detect parties of Germans in shell-holes and along hedges.

Their reports repeatedly describe the losses inflicted on troops caught in the open—how men were left lying on the Menin Road, others on the Roulers Road, how lorries were ditched by their frightened drivers, and columns of transport broken into many fragments, the wagons, shivering off aimlessly into the meadows or racing madly to the shelter of farm buildings.

Airmen had many exciting adventures among the German aerodromes. One of them started a quarter to five in the morning at the beginning of the attack on Langemarck, and "picked up" a well-known aircraft base, which he attacked with his machine-guns.

He then turned his attention to three Albatross machines on the ground, and put 500 rounds of ammunition into them which, in the opinion of the observer, "did them no good." No people were visible, so after sinking more ammunition into the living quarters near the sheds he sailed along the main road in the direction of a large Belgian town.

## DRIVEN TO COVER.

Passing a transport wagon he fired at it. Both horses went down, and the driver was seen to hide under the hood. He passed a railway crossing and shot at the German sentry who dropped to the ground.

Continuing along the road, he fired at some horse transport until his ammunition was exhausted. No drivers could be seen, and the transport stampeded in every direction. The whole attack was made at a height of less than 100 feet and occupied just an hour.

Another adventurer of the air flew to a German aerodrome, saw seven machines and dropped bombs on them. "There were no signs of life, so he left." He crossed a railway line, saw a train on a siding and fired at it. Two men jumped out of the engine. One fell flat. The other bolted.

He then visited another aerodrome, set a hangar on fire, and destroyed its contents. The last act of the morning was to engage a railway engine.

Another airman flew to a German aerodrome in the day, bombed the hangars and a railway siding, which was full of troops, attacked two Albatross machines in turn and destroyed both, silenced a machine-gun, and wounded or killed many Germans.

## 1,784 HOURS.

During Thursday's attack the fliers in the Ypres-Langemarck region fired nearly 10,000 rounds at enemy troops on the ground. They flew a total of 1,784 hours in the twenty-four hours ended at six o'clock that night, and seventy-three hostile batteries were successfully engaged. During Wednesday night and on Thursday sixteen tons of bombs were dropped on aerodromes, railway stations and sidings, and enemy depots.

## ALSACE-LORRAINE.

## WHY SHE REJECTS A PLEBISCITE.

[By G. RONDOLPHI, PRESIDENT, LIGUE PATRIOTIQUE DES ALSACIENS-LORRAINS.]

Many a time of late the question has been put: A plebiscite being a sure way of ascertaining the will of a people, cannot the future destiny of Alsace-Lorraine be settled by such an appeal to the inhabitants? The answer is not a simple "Yes" or "No," though M. Ribot put it in a nutshell when he said, "The two provinces have never ceased to be French; they belong to France, and not to those who took them by violence." When a plebiscite for Alsace-Lorraine is discussed, it is generally forgotten that Germany has never failed to tell the world through her statesmen and her Press that for her there has been no Alsace-Lorraine question since 1871, when by the Treaty of Frankfurt the two provinces were ceded to her. France signed the treaty, and therefore the question cannot be reopened. This apparently logical German argument does not reveal that, unless France wished the best part of her soil, she was forced to append her signature to an act which was a violation of all principles of morality and humanity. But the black-mail is shown in its most hideous form by the German claim to Alsace-Lorraine.

At the time of the Franco-German War the German Confederation consisted of many states, all of which saw in the two provinces a happy hunting-ground for the dregs of their population. Prussia, Baden, and Bavaria claimed them in turn, because their frontiers were nearest to the conquered territory, but jealousy between the north and south of Germany was then as strong as it is to-day. The three states could not agree, and the other states maintained that the whole of Germany had shed its blood in the struggle; Alsace-Lorraine must belong, not to one, but to all, because it was the symbol of German unity, and this unity was the result of the combined forces of the Fatherland. In no other way could the unity be consolidated, and the lost provinces were thus assigned to the entire German Empire as a sort of indivisible property under the name of "Reichsland" (territory of the Empire).

The pact concluded yielded a harvest which exceeded the most sanguine expectations of the Prussians and their Allies, for all the best Government posts were given to the immigrants; the industry, especially in Lorraine, fell more and more under German control, and as German prosperity increased French capitalists were driven out; even Alsatian managers of the factories who displayed Francophile leanings had to resign, and were replaced by Germans. The most profitable investment in Alsace-Lorraine will never be given up unless Germany is reduced to impotence, but even then she will squander, by talking of common ethnological interests, will try to prove that Alsace-Lorraine is German soil. Her professors have not forgotten the saying of Frederic II.: "I first take what I want. Enough learned pedants can be found to justify my title to the conquest."

The doctrine that a people should be allowed to be the master of its own destiny is not so new as politicians (and Socialists) of to-day would have us believe. From a general point of view, a plebiscite may be a proper test for races whose nationality is not clearly defined or whose claim to either home rule or union with another people has never been firmly established by a large majority of the inhabitants, but such a plebiscite of referendum is entirely inconsistent with the traditions and opposed to the events that have shaped the population of Alsace-Lorraine, which, in election after election, rejected every pro-German candidate (who was in favour of the Government), and voted only for those who bound themselves to maintain all the former protests against the German annexation.

Alsace has a record of self-government that goes back to the fourteenth century, when her ten chief towns, each one a little autonomous republic, combined under the name "Decapole" for mutual protection against hostile attacks. This spirit of independence has always been one of the finest characteristics of the Alsatian race, and in the nineteenth century no province of France was politically more advanced: it was therefore fully qualified to deal with the German claims in 1871, when the two provinces were demanded from France. The events that happened between 1871 and the present time are stated in chronological order, it will become manifest that the considered reasons which were put forward for the rejection of German rule in 1871 are equally valid to-day.

The historic traditions of which Alsace-Lorraine has a clear record, and which are its unending glory, are confected only down from mother to child, and shine with added lustre when contrasted with the German "colonisation" of the past forty-five years. It is unnecessary to allude to the era previous to the war of 1870-71; it will suffice to resume briefly the history of the German annexation down to the present day in order to show the gulf between Pan-Germans and Pan-French (the latter name was given to the Alsatians by Bethmann-Hollweg in 1910).

(1.)—In 1817, at Bordeaux, the deputies of Alsace-Lorraine asserted for themselves and their descendants the right of remaining members of the French nation, and proclaimed null and void any treaties of plebiscite which might sanction the cession of the whole or any part of the two provinces.

(2.)—In 1874, at Berlin, the representatives of Alsace-Lorraine recognised only France as their mother country, declaring that the annexation had been made without the consent of the population, and had no legal force. They asked that the people of the two provinces should be allowed to give their opinion on the forced incorporation with Germany, but this demand was refused.

(3.)—In 1887, after sixteen years of the new regime, the progress of the conquerors having been absolutely negative, a reign of terror began, which has not its equal in the annals of the nineteenth century. Every society, artistic, sporting, and even scientific, suspected of French leanings was dissolved, prosecutions for high treason and similar offences were as numerous as the pebbles on the shore; and communication with France was rendered practically impossible. This era, the so-called "Silence of the dead," when every voice was silenced, and every movement watched by the secret police, lasted for fifteen long years.

(4.)—In 1911, a new constitution (made in Prussia) was bestowed. It was represented by Germany as conferring autonomy on the two provinces, but its hollowness was immediately perceived, and as the discontent increased instead of diminishing, the Kaiser threatened that, if the natives did not show a keener appreciation of the blessings of Prussian culture "he would smash their constitutions to atoms."

(5.)—In 1913, the Saverne affairs revealed the dire failure of the German plan, which was to have turned Alsace-Lorraine into a German province. A new governor, a Prussian of the worst type, was appointed to break the stubborn spirit of Alsace. But in a very short time, early in 1914, he had to confess that French influence and French sympathies were stronger than ever.

These are conclusive proofs of the determination of Alsace-Lorraine to remain French. But these proofs were given in peace time. Did the present war produce enthusiasm of 1871, excited by prospective victories spread to the people of the annexed territory, who were told that the doom of France was at hand at last, and that no further hope of a escape from German power need be entertained? A weak-kneed race might have been intimidated by the boasting of a Power whose rapid progress in every field of activity could be followed from day to day. Alsace-Lorraine was not intimidated. Everyone who could leave the country crossed into France, at great personal risk to himself, and knowing that his nearest relatives would be exposed to German savagery. The Germans themselves had no doubt as to the feeling of the natives in the case of a war with France.

Even before war was declared hundreds of the leading citizens of the country were seized and sent into prison and the internment camps of Germany. Men and women from 70 to 80 years of age have been interned in Prussia for nearly three years, and it is unknown how many are to-day alive or lingering in captivity. Even now men and women, especially women, are still being imprisoned because, in spite of all threats, they refuse to refrain from speaking French or because they make equal remarks on the official victories. "Undermining the public confidence" is the crime with which they are charged. In the Strassbourg Colmar, and Mulhouse Prisons, which the people have significantly christened "House of France," the boards "House Full" are never taken down, and sentences can only be absolved many weeks or months after they have been pronounced.

The above reasons for the rejection of a plebiscite in any shape or form belong to the realm of history, but there is another side to the question: that of common justice. The tearing of Alsace-Lorraine from France in 1871 was everywhere regarded as a crime. Gladstone was not afraid of saying so; that view has been strengthened as the years went on, and his fellow Socialists, who went so far as to call it a blunder. It has driven from the native soil nearly half a million of the inhabitants, who were to a great extent replaced by Germans. These immigrants are strangers to the country, they cannot lay claim to having been "French subjects" (as Alsatians and Lorrainers were) (as Alsatians and Lorrainers were defined by Article 2 of the Treaty of Frankfurt) or descendants of such subjects, and therefore cannot be allowed to give an opinion on a matter which concerns only the indigenous population of 1870-71 and its lineal successors. Yet, having acquired the Alsace-Lorraine nationality which exists concurrently with the German one, they would try to insist on taking part in a plebiscite, while on the other hand the emigrants and their descendants would not be consulted as to the fate of the land of their origin. This would be the initial injustice and an unsurmountable obstacle to a plebiscite, for it is hardly thinkable that on this point an agreement could be reached.

Justice demands that amends should be made for the crime which, like most crimes, proceeded from brute strength. But would it be justice to compel the victim which never left off struggling in self-defence to affirm the sincerity of its struggles though they lasted for nearly fifty years? Justice and honour alike require that the thousands of Alsatians and Lorrainers who flew to the aid of France in 1914 (many of whom have since died in the struggle) shall not suffer for their patriotism. They did not wait for a plebiscite, for they knew to which side duty and conscience called them.

Finally there is the absolute impossibility of a plebiscite as long as there is one German soldier or official in Alsace-Lorraine. A plebiscite under the benevolent (!) supervision of a Prussian policeman would be nothing but a tragedy. The inhabitants, who are already now being terrorised to a worse degree than any of the other victims of the Germans, would be secretly warned that by voting for France they would compass their own destruction, and if Germany were in possession of the country who would prevent her from carrying out her threats? Outside the Central Powers all nations are agreed that Belgium and the northern provinces of France must be evacuated before peace can be made. Just as these regions were occupied by force, so were Alsace and Lorraine occupied and held by force, and for these two provinces the proclamation issued by the National Assembly in 1913: "No proposals can be entertained until French soil is entirely free from Prussian troops," is as valid to-day as it was then.

No plebiscite is admissible in any of the occupied districts: it does not matter whether the occupation took place three or forty-six years ago. With special regard to Alsace-Lorraine, the mere proposal of a plebiscite implies an acknowledgment of a German right, which has never been admitted by the inhabitants. To talk of a plebiscite means setting at naught the passionate protests of the population, which, in view of the utter incompatibility between its own and the Prussian mentality, is fully determined to resume in the French family the place it had to abandon temporarily and against its will.

In 1913 the Powers opposing Napoleon unanimously agreed that the Rhine was one of France's natural frontiers. To-day the Allies are equally agreed—their statesmen have said so on many occasions—that, at least as far as the lost provinces are concerned, that natural frontier which existed before 1871 must again be set up. The deliverance can only be effected by an unconditional reunion with France.—Daily Telegraph.

## LICENSING SESSIONS.

## MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of the LICENSING BOARD will be held in the COUNCIL CHAMBER, on WEDNESDAY, the 31st day of October, 1917, at 12.15 p.m., at which the following applications will be considered under the Liquors Consolidation Ordinance, 1911 and 1917:—

No.	Names of Applicants.	Description of Licence applied for.	Sign of House.	Situation of House.	Whether the Applicant has held a Licence to sell Liquor in the Colony and, if so, for how long.	Remarks.
1	Jams Harper Taggart	Publican's Licence	Hongkong Hotel	18, Des Vaux Road Central, and 11, 15 and 17, Pedder Street	6 years.	
2	Job Witelshel	"	King Edward Hotel	3, Des Vaux Road Central	2 "	
3	Frank Albert Chopard	"	Astor House Hotel	10, Queen's Road Central	6 "	
4	Frank Edward Hall	"	Falkes Hotel	42, 43 and 44, Haiphong Road, Kowloon	1 year.	
5	Joshua Brook	"	North Point Hotel	2, Pak Sin Wan Street	1 month.	
6	William Barker	"	Grand Hotel	2, Queen's Road Central	"	
7	P. O. Peunster	Hotel Keeper's Adjunct Licence.	Peak Hotel	19, Chamberlain Road	21 years.	
8	Tokuze Uetsuki	"	Nomura Hotel	15, 16 & 17, Canton Road Central	5 "	
9	Kackuzo Uetsuki	"	Tokyo Hotel	36, 37, 38, 39, Pottinger Street	8 "	
10	Tsui Tsz Wing	"	Stag Hotel	14 and 150, Queen's Road Central	2 "	
11	Jubachi Tada	"	Kowloon Tei	39, Peking Road, Kowloon	4 "	
12	Tokutara	"	Sachiro Hotel	45, Haiphong Road, Kowloon	8 months.	
13	D. M. Goodill	Restaurant Keeper's Adjunct Licence.	Wiseman, Limited	14, Des Vaux Road Central	2 years.	
14	Sei Ishiyama	"	Itoha Hotel	1, Haifung Lane, Wanchai	1 year.	
15	Mrs. Nellie Habbage	"	Alexandra Café	16, Des Vaux Road Central	2 years.	
16	Shichi Yoshizawa	"	Yoshizawa Tokunachi	35, 36 and 37, Praya East	3 "	
17	Mrs. Yone Nomura	"	Harunoya Hotel	2 and 10, Praya East	54 "	
18	Joe Yamakawa	"	"	47, Praya East	3 months.	

Hongkong, 19th October, 1917.

G. A. WOODCOCK,  
Secretary to the Licensing Board.

[1187]



## MERCHANT NAVY AFTER THE WAR

### STATE OWNERSHIP.

[BY ARCHIBALD MURDO.]

A report on "the measures requisite for the maintenance of a British mercantile marine adequate to the Empire's interests in peace, as well as its needs in war," has just been issued, and will be widely discussed, for, in some respects it cuts diagonally across the trend of a considerable volume of opinion. The recommendations can certainly not be ignored either by the Government or the country, for they are supported by the authority and experience of the Chamber of Shipping of the United Kingdom, the Liverpool Steam Ship Owners' Association. The report is the work of a joint committee, the members of which were:

Mr. W. H. Rieburn and Mr. J. Herbert Scrutton, president and vice-president of the Chamber of Shipping, respectively, and Mr. G. H. Melly, chairman of the Liverpool Association, with Sir Kenneth Anderson, Sir Percy Phillips, Sir Norman Hill, Sir Owen Phillips, Sir James Mills, Captain H. H. Hooper, and Messrs. T. F. Harrison, W. W. Jones, F. W. Lewis, Harold A. Sandersen, Arthur Schofield, and T. M. Shields.

That body represents the most shipping interests of the country. It got to work in the spring of last year, and has now reported when the control of the British mercantile marine has passed, to all intents and purposes, out of the hands of the owners into those of the Shipping Controller, who, it is generally admitted, has exhibited business acumen and experience, daring and caution, tact and firmness in effecting the transition which the Government decided to be necessary, at least as a temporary measure, for the more successful prosecution of the war.

It would be impossible to exaggerate the vital importance of the matters with which the report deals, for this is an island, and the centre of a maritime Empire, and consequently it lives by ships. At the very outset emphasis is laid on these four considerations:

1. When war was declared nearly one-half of the merchant shipping of the world belonged to the United Kingdom, but even with that tonnage at our command it has not been possible to satisfy the demands made on our shipping by the Empire and its Allies.

2. British shipowners had thus acquired nearly half the overseas carrying trade of the whole world, and if the United Kingdom is to improve, or even to maintain, the position it had acquired it must continue to be the great sea carrier of the world.

3. In shipping the material wastage from the war has perhaps been greater than in any other industry: the merchant navy has been diminished by war perils, and has been wasted both by the hardness of war employment and by the postponement of renewals and overhauls.

4. In view of foreign competition, which must be intensified by the wealth derived by neutrals from the war, it is imperative that the United Kingdom should replace the wastage of war with the utmost possible despatch. This can only be done if our powers of production are used to their fullest.

These statements constitute the starting point of any inquiry as to the future of this industry on which, in large measure, our foreign trade, our national revenue, our position in international finance, and our prestige as a maritime State depend.

### CRUX OF THE PROBLEM.

In approaching the problem, the Committee quite naturally deal with the question of the nationalisation of shipping. They point out that there is no analogy between railways, usually monopolised by laws of Parliament, and always free from foreign competition, and ships, which are given no special privileges by the State, and have to meet and beat foreign ships either by the efficiency of their service or the lowness of their freight. Reviewing all the considerations involved in State ownership and other suggestions, the Committee declare:

(a) It would in our opinion be a disaster to substitute the principle of State responsibility for the general design in building and equipment of our vessels, for the principle of the individual responsibility of the shipowner. By placing the responsibility on the shipowners our mercantile marine has grown as that of no other nation has grown, and safety of life and property at sea has increased in a marked degree. Apart from the control exercised by the State to secure safety, every proposal under which the British Mercantile Marine is called on to render special services to the State, must be justified on strictly business lines, whether the proposal is for the training of men for the Royal Navy, or for providing employment for more men of British nationality, or for improving or cheapening overseas transport. If the rendering of the services required offers corresponding business advantages to the industry, the State may rely on the shipowners performing those services without further payment, and without compulsion. If they do not confer such advantages, their imposition under the authority of the State is in fact the imposition of a special tax on the shipping industry.

(b) The British shipowners have on the merits of their services secured, in competition with the shipping of the world, the carrying of upwards of 90 per cent. of the trade between the United Kingdom and the Empire, and of at least 75 per cent. of the carrying trade between the British Overseas Possessions and foreign countries. So far as the Empire trade is concerned, the benefit to be obtained from the re-establishment of the principles of the old Navigation Laws must therefore be small, as the reservation would not exclude direct trade between the Empire

(Continued at foot of next column.)

## GERMAN PEACE TERMS.

### MR. GERARD'S REVELATIONS.

In his memoirs of life in Germany, Mr. Gerard, the U.S. Ambassador, says: "From the time when Chancellor Bismarck first spoke of peace I had asked him and others what the peace terms of Germany were. Finally, in January, 1917, when he was again talking of peace, I said:—

"What are these peace terms to which you refer continually? Will you allow me to ask a few questions as to specific terms of peace? First, are the Germans willing to withdraw from Belgium?"

The Chancellor answered, "Yes, but with guarantees."

I said, "What are these guarantees?"

He replied, "We must possibly have the forts of Liège and Namur. We must have other forts and garrisons throughout Belgium. We must have possession of the railroad lines. We must have possession of the ports and other means of communication. The Belgians will not be allowed to maintain an army, but we must be allowed to retain a large army in Belgium. We must have commercial control of Belgium."

I said, "I don't see that you have left much for the Belgians, excepting that King Albert will have the right to reside at Brussels with a guard of honour."

And the Chancellor answered, "We cannot allow Belgium to be an outpost (Vorwerk) of England."

"I do not suppose the English on the other hand wish it to become an outpost of Germany," I returned; "especially as Tirpitz said the coast of Flanders should be retained in order to make war on England and America."

I then asked, "How about Northern France?"

"We are willing to leave Northern France," the Chancellor responded, "but there must be a rectification of the frontier."

"How about the Eastern frontier?" I asked him.

"We must have a very substantial rectification of our frontier."

"How about Roumania?"

"We shall leave Bulgaria to deal with Roumania."

"How about Serbia?"

"A very small Serbia may be allowed to exist, but that question is for Austria. Austria must be left to do what she wishes to Italy, and we must have indemnities from all the countries and all our ships and colonies back."

Of course, "rectification of the frontier" is a polite term for "annexation."

and a foreign country in ships under the flag of that country.

(c) As against any benefit to be derived from limiting within the Empire the carrying trade to the vessels under the flag of the trading nations, must be set the risk of the exclusion by way of retaliation of British shipping from the trade of other nations, and as the great sea carrier of the world the United Kingdom is open to attack in many trades.

(d) On the question of freights, it is pointed out that "as the railway company approaches nearest to the position of a monopolist, so is the shipowner of all trades the furthest removed from such a position; there is, in fact, no other industry exposed to such keen and direct competition from the world at large."

Consequently, it is held to be impracticable for any Government authority to fix freights, since a large part of our sea carriage is in foreign bottoms.

### THE FUTURE OUTLOOK.

But the committee, though it objects to State ownership, is not satisfied by any means to look forward to a resumption of trading under pre-war conditions. They propose a revision of shipping laws as between this country and the Dominions and the Empire generally and foreign countries, with a view to abolishing some of the existing anomalies; they suggest that the responsibility for fighting the coast should be assumed as a national duty instead of falling on the shipping industry; they demand that foreign ships, such as the German liners before the war, which embark or disembark passengers at British ports should pay dues; they propose that as the merchant navy requires about 9,000 young men and lads each year "the training for seamanship should be recognised as a paramount national duty"; they urge that "the State should recognise that neglect or failure on the part of a seaman to perform the duties he has undertaken to discharge is an offence against the State, and not merely a breach of the contract entered into by him with his immediate employer."

Those are only a few of the matters to which attention is directed in this important report. Emphasis, it should also be added, is laid on the failure of the nation "to realise the gravity of the war wastage on 'ritish shipping' and on the urgency of making good losses. No one can read this long and carefully prepared statement, with its wealth of statistics and charts bearing on the foreign trade of this and other countries, without being impressed with the serious character of the crisis which this war has created. The Merchant Navy is our life-blood, and the misfortune is that at present that fact is not generally recognised. An index to the position is supplied by this committee's recommendation that "the existing prohibition against the transfer of British ships to foreigners should be continued for a fixed period, which should not be less than five years after the termination of the war," it being added that our repairing facilities should, subject to exceptional urgency, be reserved for British shipping for a period of two years after the conclusion of peace. It is evident that these representative shipowners regard the future with some misgiving, which is increased by the ignorance and indifference of large sections of the nation to the character of the emergency which confronts it as a community which draws its strength and its wealth from the sea.—Daily Telegraph.

## PRIME MINISTER ON THE DOMINIONS.

### MR. HOLMAN ON LABOUR QUESTIONS.

The Liberal War Committee entertained Mr. W. A. Holman, Prime Minister of New South Wales, on the eve of his return, at luncheon at the House of Commons. Sir Henry Driess was in the chair.

Mr. Holman, who was warmly received, referred to the position as it presented itself to his own unimpaired and anxious and patriotic eyes at the present moment.

As an Englishman born, absent from Great Britain for many years, he returned at this juncture partly to attend to certain duties of his State, and partly to see in what way he could be of use to his Mother Country. During the two months he had been in Great Britain he had had special opportunities for obtaining information, and he felt that it was a duty he owed to the Empire to put before that gathering two or three points. He would hardly be acting with candour if he did not lay before them certain misgivings which had been forced upon him by the experiences he had had.

As an old Labour leader he was especially qualified to read the mental condition of certain sections of the labouring population, and he wished to put before the Minister of Munitions and others certain things which had struck him very much. Whether we hoped to win the war by continuing our present methods of fighting, or by introducing new scientific methods, those methods could only be effective if we had behind the soldiers a devoted body of workers to provide them with the materials they required. He was convinced, from his experience, that the workers were devoted and patriotic (Cheers).

But, to be perfectly candid, the workers were short-sighted. The problems of today were to them of infinitely greater importance than the problems of the future. Fatigue asserted itself. The monotony of life asserted itself. It was far more difficult to work overtime week after week without remuneration than it was to risk the risk which attended actual presence in the trenches. Many a man would take the risk of dying for his country who would hesitate to live for his country upon the terms which were necessarily imposed upon the vast masses of workers at this moment. When men were in that frame of mind—a frame of mind which was physiologically abnormal—when many of their ordinary amusements and pleasures were taken from them, when ordinary indulgences were restricted, and when they were fatigued with overwork, they were the easy prey of the enemy, who came sowing tares. Then it was, it seemed to him, that a special effort should be made by the Government and Parliament to see that the actions of the enemy were effectually counteracted. (Cheers.)

As a casual visitor he had learned of a series of misunderstandings that had arisen between certain groups of workers in the north and the Government—misunderstandings in which he believed there was absolute honesty of purpose on both sides. These misunderstandings were due probably to the fact that the Government were largely absorbed in London and that the men at the forge and at the lathe were to a large extent cramped by their surroundings. Promises had been made, and those promises had not always been fulfilled to the letter—so he would say. Probably sound reasons existed for the departure from the letter, but those sound reasons had not always been made sufficiently visible to the worker. His own experience as a Labour leader was that, once the reasons were explained, they could not be explained to a more generous or more sympathetic audience than that of the workers of Great Britain or Australia. (Cheers.)

But when no explanation was forthcoming there was always a "friend" at hand to offer his explanation, which was that there was a conspiracy to rob them of their hard-earned liberties and break up their trade unionism. That was a conspiracy which must be broken. (Cheers.)

### REASONING WITH THE WORKMEN.

The rankest weed grew apace, and gradually under the unity and cordiality which he believed had prevailed, and which must prevail if we were to have the great and sweeping victory which the sacrifices of our people merited. He took the opportunity of suggesting to the Minister of Munitions that he should take advantage of the great and splendid opportunity which was now in his hands, and he urged him to meet his brother workers in the North of England, face to face. No man would have a more cordial welcome. If he went to London and said, "Come, let us reason together in frankness and fraternity, let us see what the differences are; if there are misunderstandings, I will remove them," nine-tenths of the difficulties would be removed, and nine-tenths of the effect of the campaign which had been set on foot underground to-day would be largely frustrated at the beginning. (Cheers.)

He was no soldier; and it was with very great diffidence that a layman, and a visitor, made any suggestion about war. We were undoubtedly making advances, and he would ask the Prime Minister and his colleagues, and the members of the House of Commons, whether a balance sheet could be made out against the measure of an achievement like that of Mesines, and the national energy which had to be expended some months before, in order to prepare for it. From that point of view, he asked whether the time had not arrived when we should rather place our trust in the introduction of a novel method—whether we should not realize that the arms we had relied upon in the Navy and Army were not arms upon which we could rely finally for the attack, which was essential if we were to win in this struggle? Was it not possible to win that attack by some method of aviation?

So far, he believed that nothing known to military science had been lacking, and a distinct measure of success had been achieved; but surely military science was not confined to-day to mere frontal attack? Should we not now consider the possibility of entering upon a policy of bold, unrelenting aggression, based on all

the means that science had placed in our hands? This was a war of defence or aggression? We had to turn the enemy out; and he believed that we had in the Ministry of Great Britain to-day, those who were capable of abandoning traditions and realising the fact that the war had to be faced with an entire contempt of traditions. No methods must be lost sight of merely because they had been untried. It was by novel, and hitherto untried, methods that the task of the Government could be finally discharged. (Cheers.)

There was, he believed, no weakening or flinching of the British spirit. Those who made the sacrifices asked in return that the Government should see that the forces placed under their control were so used that the enemy was beaten and a victorious peace achieved. In taking a farewell of Great Britain, he said it was for the Government to see that our men were not shrivelled in any useless fire, but that what was so generously given by the rank and file of the people was skillfully and effectively employed by those whom Providence had called to direct the people in this hour of crisis. (Cheers.)

### MR. LLOYD GEORGE'S SPEECH.

The Prime Minister, responding to the request of the Chairman for a "few words," said:

The speech to which we have just listened from Mr. Holman displays the quality that has won for him such a high position in Australia—the sagacity, shrewdness, and, above all, the courage of delivery because, whatever one may think about any of the conclusions to which Mr. Holman has come as the result of his observations, no one can doubt that it required very great courage to make a speech of that kind, under the trying present conditions.

I should like to say one or two words about what he has said. First, with regard to the workers. I think he has given us very sound advice, and it is advice which not merely my friend and colleague, the Minister of Munitions, can take into account, but it is advice which all members of the Government may very carefully, and I think, act upon. There is no doubt at all that in the hurry, and bustle, and drive, and concentration of thought, which are necessary in order to produce a great output in a hurry, because time costs so much, a good deal happens which requires to be put right. I hope, not merely as a result of the observations which have been made by Mr. Holman now, but as the result of the investigation by a series of Commissions, that will be taken to redress any grievances of the kind to which reference has been made, and which still exist. We owe a great deal to the workers of this country, not merely for the part they have taken in fighting the enemy at the front, in conditions of great peril and trial, but also for the great work they have done at home, in enabling us, not merely to meet on equal terms a very formidable foe, but to meet him on terms of superiority. The victories which we have won, and we must never underestimate in the least the positions we now hold, the military positions we hold—(cheers)—are largely due to this work. A very small army at the beginning of the war has become one of the most powerful armies in the field, an army which at the present moment is conducting a great offensive, under conditions which are driving back one of the best-trained, best-equipped, most experienced armies in Europe—driving it back mile by mile.

Let us not underestimate that in the least. It is due not merely to the military skill of our generals, to the leadership of those who are acting under them, and to the valour of our troops, but it is also due to the skill and industry of our workmen in the factories. It is a victory not merely for the soldiers of Britain. Every victory we win in the field is also a victory for the workers of Great Britain, and Mr. Holman may depend upon it that the good counsel which he gives us will be taken fully into account, and, I hope, will bear fruit in clearing up all the misunderstandings which have arisen in the hurry and bustle of the last two or three years.

I do not propose to discuss the question of strategy—(laughter)—it is a very dangerous topic to embark upon. The considerations which he has urged upon us are undoubtedly such as will have to be taken into account, not merely by the Ministers who are directing the affairs of the Empire under the present conditions, but also by the military advisers, and I have no doubt they are carefully examining the lessons of the last two or three years. Between us we will profit to the full. I have no doubt, as the result of our examination of those lessons.

### AN EXAMPLE WITHOUT PARALLEL.

I don't believe there is in the history of the world any parallel to the way in which the Mother Country in the hour of her troubles—(cheers)—and we must not forget that they came voluntarily. We have no means of enforcing compulsion, for it is not in the Constitution, and they came of their own free will. The British Empire is now profiting by the lesson which it received in the case of the American Colonies, where an effort was made to enforce contribution by arms, but was discovered to be a mistake. We are now relying upon an appeal to fraternity, to goodwill, to co-operation, and to a sense of kinship; and the response has been one of the noblest in the history of the world. Mr. Holman has told us that he is a Labour leader. The support of Australia was given to us under a Labour statesman at the head of the Commonwealth at the present time, and Mr. Holman is a Labour Minister in New South Wales.

There is no section of the community that has such an interest in the victory of the Allies as the workers of the world (cheers)—and the trained instinct of Australian labour discovered it and acted upon it promptly. We are fighting for the one thing without which all the other things in the programme are unattainable and worthless. There is nothing in the programme of Labour which would be achievable if the Allies were beaten in the struggle. Labour in Australia fully realised that fact, and that is one reason, apart from the great sense of kinship with this country, why Australian Labour organized its forces, made an appeal, and sent hundreds of thousands of gallant troops to fight in the struggle in Europe.

We feel we owe a debt of gratitude to Australia. Australia realizes, and we realize, that there is room for nationhood, for Australia, for Canada, for New Zealand, and for South Africa, within the orbit of the British Empire, and for this federation of free peoples. It is this federation of free peoples—this federation of free nations, that has presented such a formidable obstacle to the aggressive aims of German militarism; and on behalf of the Government, I would like, as Mr. Holman is departing for Australia, once again to recognize the deep debt of affectionate gratitude which the people of this country owe to his countrymen for the valiant aid they have given us in the hour of our trouble. (Cheers.)

### (Continued at foot of next column.)

## POLITICS AND PARTIES.

### A NEW MOVEMENT.

The Central News Political Correspondent says:—An important movement in domestic politics which will presently materialise in the definite formation of a new and distinct political party is in progress. The nucleus of the new party is to be found among the most active supporters of Mr. Lloyd George, and those mainly concerned in its organisation include members of the Liberal War Committee and a number of Unionist members who for some time past have been conspicuous by their independent attitude on matters connected with the Home Rule controversy and with social reform.

The main points of the programme, to which it is hoped to draw a large measure of public support, are the vigorous prosecution of the war and a far-reaching policy of social reconstruction on democratic lines. Funds to conduct a vigorous propaganda and establish a "machine" in the country quite as powerful as that of either the old Liberal or Unionist party are available. The promoters of the movement number some of the wealthiest men in both parties. The question of acquiring an important London newspaper to support the party has also been under consideration. It ought to be stated that the Prime Minister has had no part in the scheme which are being taken to form a stable party out of the elements which are supporting the coalition, but it is clear that in the event of an election fought on the war issue or on a big programme of social reconstruction he would have the support of all the resources of the new body.

### NATIONAL PARTY MANIFESTO.

A manifesto issued by the National Party to Promote Reform, Union, and Defence states: "After most earnest consideration, we have come to the conclusion that we can best assist our country in the present grave situation by severing our connection with the Unionist party and by taking independent action, in which national considerations will be our sole concern." It is signed by:

Colonel Lord Amthill, Sir Charles Allom, Colonel Earl Bathurst, Colonel Henry Bowles, Major Alan H. Bargeyne, M.P., Brig-General T. C. Calley, Lieut.-Colonel the Hon. Douglas Carnegie, M.P., Mr. W. Child Clark, Sir Richard Cooper, Bt., M.P., Brig-General H. Page Croft, M.P., Archdeacon Cunningham, Major W. H. Drummond, Captain Viscount Duncannon, M.P., Lord Ebury, Mr. Francis Francis, Lieut.-Colonel Sir John Harrington, the Hon. J. G. Jenkins, Lieut.-Colonel Lord Leonfield, Lord Leith of Kevie, Lieut.-Colonel Sir Mervyn Manningham-Buller, Bt., Admiral Sir Albert Hastings-Markham, Mr. George Miller, Colonel Lord Montagu of Beaumont, Colonel R. H. Rawson, M.P., Mr. J. W. Raymond, Mr. J. Mure Ritchie, and Lieut.-Colonel Lord Stafford.

Briefly the aims of the National Party are as follows:—A national as against a class, sectional, or sectarian policy; complete victory in the war and after the war; the provision of adequate men, guns, munitions, and aeroplanes, and a vigorous diplomacy; to support the fighting men in their heroic struggle for victory; the eradication of German influence; honest administration, a pure political system, and no sale of honours; class unity and confidence between employer and employee; maximum production combined with fair wages and fair profit as the strength and safety of the nation demand that its vital needs should be produced from its own soil and factories; the safeguarding of our industries and agriculture, and the right of both capital and labour to share in the advantage of national economic defence, with due regard to the interests of the consumer; the unity of the Empire in council and defence, and a policy of mutual and reciprocal aid in the development of all the territories and natural resources of the British Commonwealth; a national social policy based upon the principle that the people should be reared in such surroundings, in such conditions, and with such opportunities, in life, work, and play, as will ensure a contented, patriotic race; a policy of mobilisation and reconstruction which will eliminate waste in citizen life, preserve the liberties of the people, and ensure that the interests of sailors and soldiers with regard to employment, pensions, etc., are secured on their return to civil life.

"In no quarter do we find any want of respect, affection, or loyalty to the Throne or to the fundamental British traditions of freedom and self-government," adds the manifesto. "But in every quarter—among all classes at home, no less than in our Armies abroad—we are faced with openly expressed disgust for the politicians and the front benchers who have been saddled on us in recent years by a worn-out party system and its ruthless machines. There is a widespread universal desire to maintain and to extend in peace that sense of comradeship which has been won in war; and there is also a deeply-rooted conviction that we must go back to the great and simple principles of life and politics if we are to find salvation."

realize, that there is room for nationhood, for Australia, for Canada, for New Zealand, and for South Africa, within the orbit of the British Empire, and for this federation of free peoples. It is this federation of free peoples—this federation of free nations, that has presented such a formidable obstacle to the aggressive aims of German militarism; and on behalf of the Government, I would like, as Mr. Holman is departing for Australia, once again to recognize the deep debt of affectionate gratitude which the people of this country owe to his countrymen for the valiant aid they have given us in the hour of our trouble. (Cheers.)

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## Itching Burning White Scales Around Little Girl's Eyelids and Over Nose. Cuticura Healed.

Above are extracts from a signed statement recently received from Mrs. Marion Dinch, 21, Kimbolton Road, Copnor, Portsmouth, Eng., July 20, 1916.

You may rely on Cuticura to care for your skin, scalp, hair and hands. Use Cuticura Soap to cleanse and purify the pores and Cuticura Ointment to soften, soothe and heal the first signs of pimples, blotches, redness, roughness or flandruff. Besides, the Soap has no superior for all purposes of the toilet and nursery.

Samples Free by Post. (Soap to cleanse, Ointment to heal.) Address: F. Newbery & Sons, 27, Charterhouse Sq., London. Sold everywhere.

[36-8]

## REAL FLESH BUILDER FOUND AT

LAST NEW HOME REMEDY

WORKS WONDERS IN MAKING

THIN UNDEVELOPED MEN

AND WOMEN PLUMP AND

ATTRACTIVE.



## HOW TO GAIN 15 TO 40 LBS.

Stop being a human beanpole.

Chase away that long, lean, hungry look that makes folks think you're sick or that you're not getting three square meals a day.

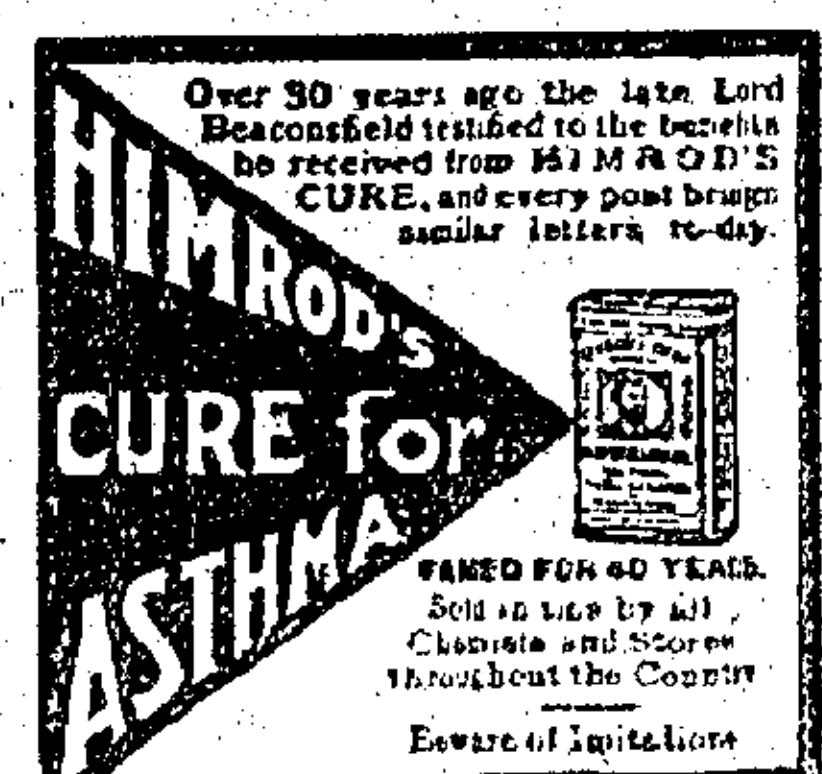
Give the merry laugh to the would-be witty friends who ask you what makes you look so peaked and tells you you'd better see a doctor.

Begin to-day to put from 15 to 40 pounds of good, firm, healthy pimentation "stay there" flesh and tissue on those spare bones of yours.

For we say that the skinniest, scrawniest man or woman can quickly "fill out"—become plump—yes, with actual healthy fat, in sixty days and all by a new, simple, harmless home treatment that can't possibly hurt you, that imposes no hardships, no disagreeable diets, no foolish "rub ons," that can be taken privately in your own home without the knowledge of anyone. SARGOL table to the work, your chemist keeps them in stock.

A. S. Watson & Co., Ltd., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY.

[37-6]



[37-3]







## INDIAN AFRICAN LINE.

Large carrying on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(REDFMAN & ECKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 23rd Oct. Noon.
SHANGHAI	"SINKIANG"	On 25th Oct. Noon.
HAIKONG	"KAIKONG"	On 26th Oct. 9 A.M.
SHANGHAI	"ANHUI"	On 27th Oct. 4 P.M.
TIENTSIN	"HUICHOW"	On 28th Oct. D'light.
TIENTSIN	"SUNNING"	On 30th Oct. Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".  
MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amidships Electric Light and Fans in Saloon and State-rooms.  
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, calling Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIKONG" ... | Capt. J. W. Evans ... | SATURDAY, 27th Oct., at Noon.  
"HAIKONG" ... | Capt. A. E. Hodges ... | TUESDAY, 30th Oct., at Noon.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage apply to

DAVID SARROON & CO., LTD.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to	at Noon	Str. from COLOMBO	1917	1917
COLOMBO				

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route through Interchangeable with Orient Line.

SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available to Messageries Maritimes Company.

INTERMEDIATE STEAMERS  
(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.  
Proposed Sailings:

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if sailing about	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,  
Superintendent.

## NIPPON YUSEN KAISHA.

## THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C., and SEATTLE

VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA

SYDNEY and MELBOURNE, via MANILA ZAMBOANGA THURSDAY ISLAND TOWNVILLE and BRISBANE.

CALCUTTA VIA SINGAPORE PENANG and RANGOON.

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO

NAGASAKI and KOBE (S. AKI MARU) WEDNESDAY, 24th Oct., at 11 A.M.

SHANGHAI and KOBE (S. KAGA MARU) THURSDAY, 25th Oct., at 11 A.M.

SHANGHAI, NAGASAKI and KOBE (S. KATORI MARU) SATURDAY, 27th Oct., at 11 A.M.

SHANGHAI, KOBE and YOKOHAMA (S. KASHIMA MARU) WEDNESDAY, 14th Nov., at 11 A.M.

KOBE ...

SHANGHAI, KOBE and YOKOHAMA (S. CEYLON MARU) SUNDAY, 4th Nov.

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## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hong Kong
TENYO MARU	22,000	FRI., 26th Oct.
NIPPON MARU	11,000	SATUR., 10th Nov.
SHINYO MARU	22,000	FRI., 23rd Nov.
PERSEA MARU	8,000	FRI., 7th Dec.
SIBERIA MARU	18,000	MON., 31st Dec.

The ss. "Nippon Maru" and ss. "Persea Maru" omit call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,000 Tons
KIYO MARU	17,000 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.  
Passengers may travel by Rail between Ports of Call in Japan free of Charge.  
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2374 and 2275.

T. DAIGO, Agent,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI  
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Aden, Djibouti, Suez, Port Said, Marseilles.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. CO. for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,  
Queen's Building

TELEPHONE 740.



O. S. K.

## OSAKA SHOSEN KAISHA.

(REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).)

## North American Line.

FOR VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"MANILA MARU" ... THURSDAY, 8th Nov., at 3 P.M.  
"CHICAGO MARU" ... TUESDAY, 20th Nov., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Pacific Coast ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manilla, Bandanah and Makassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

## FORMOSAN LINE—For Tamai, Keelung and Amping, Tainan, via Swatow and Amoy.

"AMAKURA MARU" ... WEDNESDAY, 24th Oct., at 10 A.M.  
"ROSHU MARU" ... THURSDAY, 25th Oct., at 9 A.M.  
"JOSHIN MARU" ... SATURDAY, 27th Oct., at 3 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf telephone No. 71 will be used.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,  
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

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ON A HOLIDAY!

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(INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.)

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